DEC 30 1982

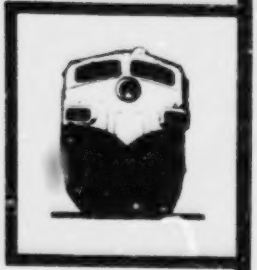
PB82-916915

TD 1.112/5: 82-4

NATIONAL TRANSPORTATION SAFETY BOARD

ORIGINAL

COMPLETED
250



WASHINGTON, D.C. 20594

RAILROAD ACCIDENT REPORTS

BRIEF FORMAT
ISSUE NUMBER 1--1981

NTSB-RAB-82-4

UNITED STATES GOVERNMENT

BEST DOCUMENT AVAILABLE

TECHNICAL REPORT DOCUMENTATION PAGE

1. Report No. NTSB-RAB-82-4	2. Government Accession No. PB82-916915	3. Recipient's Catalog No.
4. Title and Subtitle Railroad Accident Report - Brief Format, Issue Number 1 1981		5. Report Date November 2, 1982
		6. Performing Organization Code
7. Author(s)		8. Performing Organization Report No.
9. Performing Organization Name and Address National Transportation Safety Board Bureau of Accident Investigation Washington, D.C. 20594		10. Work Unit No. 3624
		11. Contract or Grant No.
12. Sponsoring Agency Name and Address NATIONAL TRANSPORTATION SAFETY BOARD Washington, D. C. 20594		13. Type of Report and Period Covered 112 U.S. Railroad Accidents occurring between 1/1/31 and 3/31/81
		14. Sponsoring Agency Code

15. Supplementary Notes

16. Abstract

This publication contains briefs of selected railroad accidents occurring in U.S. Railroad operations during calendar year 1981. The brief format presents basic facts, conditions, circumstances, and probable cause(s) in each instance. Additional statistical information is tabulated by types of accidents and casualties related to types of accidents, carriers involved, and causal factors.

Sequence Numbers:

81-114
81-116
81-117
81-120 thru 122
81-124 thru 125
81-127 thru 131
81-134
81-136 thru 154
81-156
81-158 thru 162
81-164 thru 166
81-169 thru 179
81-181 thru 184
81-186 thru 199
81-201
81-203
81-205 thru 207
81-210 thru 224
81-226
81-228 thru 231
81-233
81-235 thru 250
81-254

17. Key Words Railroad Accident; Common Carrier; Probable Cause; Improper Operations Procedure; Collision; Derailment; Impending Accident; Train Speed; Failure of Person; Failure of Component; Causal Factor.	18. Distribution Statement This document is available through the National Technical Information Service, Springfield, Virginia 22161.

19. Security Classification (of this report) UNCLASSIFIED	20. Security Classification (of this page) UNCLASSIFIED	21. No. of Pages 127	22. Price

NTSB Form 1765.2 (Rev. 9/74)

FOREWORD

The National Transportation Safety Board is an independent Federal agency that serves as the overseer of safety in railroad, highway, pipeline, marine, and civil aviation transportation. The Safety Board was created by the Department of Transportation Act of 1966 at which time it functioned as an autonomous agency under the Department of Transportation. In 1974, Congress enacted the Independent Safety Board Act which established the Safety Board as a totally independent agency of the Federal Government and broadened the Board's investigative role in the surface modes of transportation.

Under the Independent Safety Board Act, the Board has the authority to investigate, determine the facts, conditions, circumstances, and probable cause(s) of accidents, issue safety recommendations, conduct special studies on transportation safety, assess techniques of accident investigation, evaluate effectiveness of other government agencies with respect to transportation safety, and evaluate the adequacy of safeguards and procedures for transporting hazardous materials.

In accordance with the provisions of the Independent Safety Board Act of 1974, the NTSB has determined the probable cause of the accidents reported herein.

This publication contains the reports of 112 U.S. railroad accidents arranged in alphabetical order by railroad company name and tabulations of selected accident information including (1) types of accidents by carrier, (2) types of accidents by state, (3) casualties by types of accident and classes of persons, and (4) causal factors arranged by categories, types and numbers of accidents. These brief format reports are published quarterly on a calendar year basis and mostly include summaries of field investigations conducted by the Board's former eight railroad field offices and the District of Columbia. (See figure 1.) As of January 8, 1982 there were seven railroad field offices; as of April 2, 1982 there are four railroad field offices. The briefs also contain data extracted from reports of investigations of major accidents which may be distinguished from the field investigations by the reference to the published National Transportation Safety Board major accident report under the probable cause section.

Care should be taken in interpreting the data contained in the five tables as they reflect only a three-month period and thus do not reflect an accurate long-term statistical distribution. At the end of each calendar year, an annual review of railroad accident data is published which contains tables and graphs compiled from that year's accident data.

These Briefs are summaries of reports of the National Transportation Safety Board and are thereby subject to the limitation of 49 USC 1903(c):

> No part of any report or reports of the Board, relating to any accident or the investigation thereof, shall be admitted as evidence or used in any suit or action for damages growing out of any matter mentioned in such report or reports.

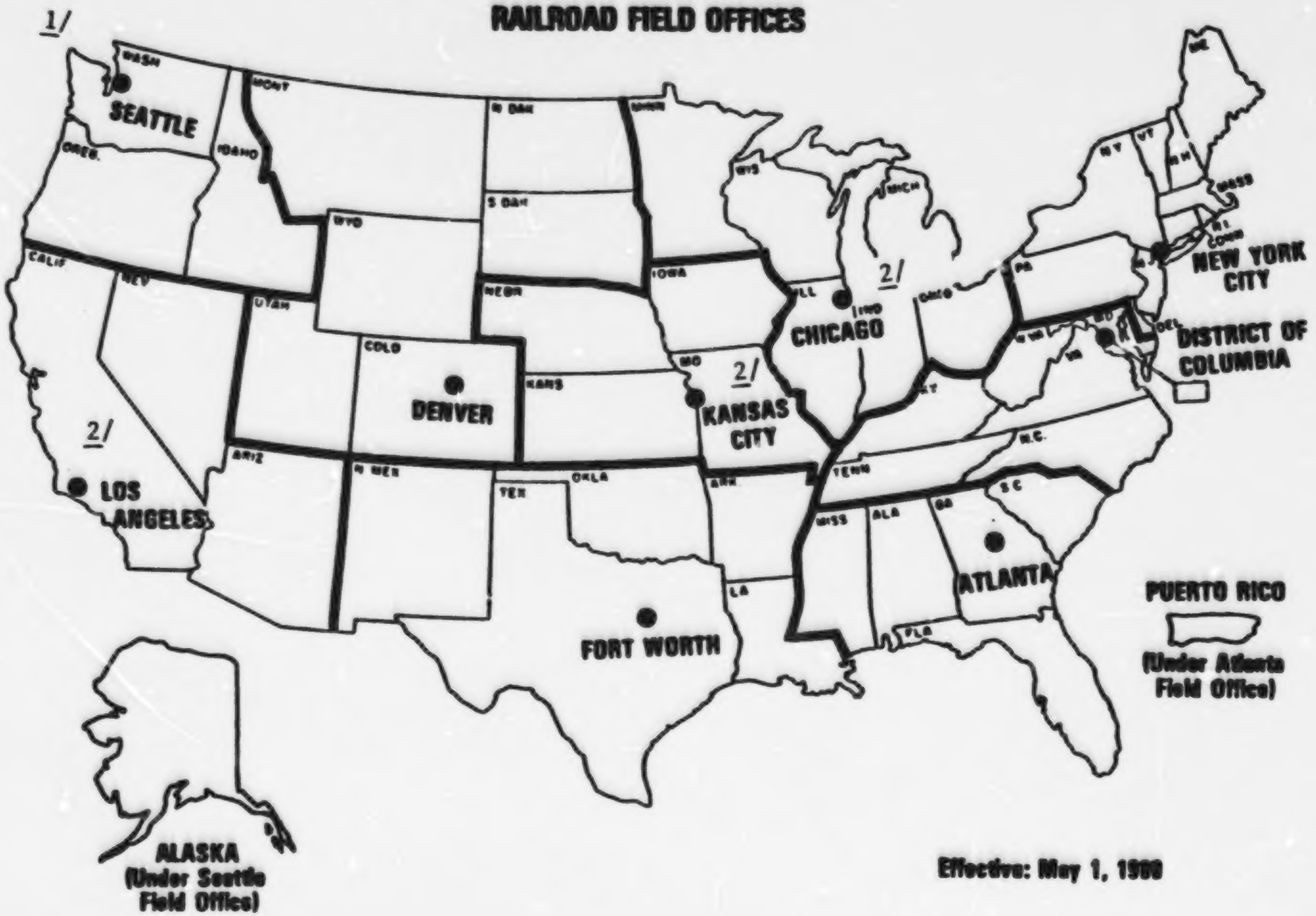
For those readers who wish more detailed information, the original factual reports for both field and major accidents are on file in the Washington, D.C., office of the National Transportation Safety Board and may be examined. These reports will be reproduced for a fee covering reproduction cost and postage. Orders for material also are subject to a user charge by the Board for special services, and such charge will be included in the bill.

Requests for reproduction should be forwarded to:

National Transportation Safety Board
Public Inquiries Section
Washington, D.C. 20594

BEST DOCUMENT AVAILABLE

NATIONAL TRANSPORTATION SAFETY BOARD
RAILROAD FIELD OFFICES


1/
SEATTLE
LOS ANGELES
2/
DENVER
KANSAS CITY
2/
CHICAGO
2/
FORT WORTH
ATLANTA
NEW YORK CITY
DISTRICT OF COLUMBIA
1/
PUERTO RICO
(Under Atlanta Field Office)
ALASKA
(Under Seattle Field Office)
WASH
OREG
CALIF
NEV
IDAHO
MONT
WYO
UTAH
COLO
ARIZ
N MEX
N DAK
S DAK
NEBR
KANS
OKLA
TEX
MINN
IOWA
MO
ARK
LA
WIS
ILL
MICH
IND
OHIO
KY
TENN
MISS
ALA
GA
FLA
S C
N.C.
VA
W VA
PA
N Y
VT
N H
ME
MASS
R I
CONN
N J
DEL
MD

Effective: May 1, 1980

FIGURE 1

1/ As of January 8, 1982, these field offices have been discontinued

2/ As of April 2, 1982, these field offices have been discontinued

TABLE OF CONTENTS

FOREWORD ii

TABLE OF CONTENTS v

EXPLANATORY NOTES vi

STATISTICAL TABLES:

1. Accidents by Type and Railroad 1

2. Accidents by Type and State 2

3. Casualties by Type of Accident and Class of Person 3

4. Casual Factors by Accident Type 4

4. Causal Factors by Major Category and Accident Type 8

REPORTS OF ACCIDENTS 9-120

EXPLANATORY NOTES

Scope

The accidents included herein are those occurrences incidental to railroad operations which fall within the scope of Section 304 of the Independent Safety Board Act of 1974. As provided in that Section, the Board investigates and determines facts, conditions, circumstances, and probable cause of any railroad accident in which there is a fatality or substantial property damage, or which involves a passenger train. The following definitions, as set forth in 49 CFR Part 840 of the National Transportation Safety Board's regulations (49 CFR 840), effective April 1, 1976, and as amended August 14, 1980, are applicable.

Railroad - 840.2(a)

"Railroad" means any system of surface transportation of persons or property over rails. It includes, but is not limited to, line-haul freight and passenger-carrying railroads, and rapid transit, commuter, scenic, subway and elevated railways.

Accident - 840.2(b)

"Accident" means any collision, derailment, or explosion involving railroad trains, locomotives, and cars; or any other loss-causing event involving the operation of such railroad equipment that results in a fatality or the emergency evacuation of persons.

Joint Operations - 840.2(c)

"Joint Operations" means rail operations conducted on a track used jointly or in common by two or more railroads subject to this part, or operation of a train, locomotive, or car by one railroad over the track of another railroad.

Fatality 840.2(d)

"Fatality" means the death of a person either at the time an accident occurs or within 24 hours thereafter.

Substantial Damage - 840.3

"Substantial Damage" in nonfatal railroad accidents is defined as follows:

1. Damage of $150,000 or more to railroad and nonrailroad property; or
2. All accidents involving passenger trains.

Causes and Other Factors

In determining probable cause(s) of an accident, all facts, conditions, and circumstances are considered. The object is to ascertain those cause-effect relationships in the accident sequence about which action may be taken to prevent recurrence. Accordingly, for statistical purposes, where two or more causes or contributing factors exist in an accident, each is recorded with no attempt to establish a primary cause or factor. Therefore, in the causal factor tables, the figures shown may exceed the total number of accidents.

BLANK PAGE

TABLE 1:

ACCIDENTS BY REPORTING RAILROAD AND TYPE

(FIGURES BELOW REPRESENT A 3 MONTH PERIOD)

REPORTING RAILROAD	COLLISION	DERAILMENT	EMPLOYEE FATALITY	PERSONAL FATALITY	GRADE CROSSING	TOTAL	HAZ. MAT. (1) INVOLVED
ATCHISON TOPEKA AND SANTA FE RY CO.	1	3	1	2	0	7	1
ATLANTA & SAINT ANDREWS BAY RY CO.	0	1	0	0	0	1	0
BALTIMORE & OHIO RR CO.	1	0	0	1	0	2	1
BAY AREA RAPID TRANSIT DISTRICT	1	0	0	0	0	1	0
BURLINGTON NORTHERN INC.	2	13	0	3	3	21	1
CHESAPEAKE AND OHIO RY CO. (THE)	0	1	0	1	1	3	1
CHICAGO AND NORTH WESTERN TRANSP CO.	0	2	0	0	0	2	1
CHICAGO MILWAUKEE ST PAUL & PACIFIC RR	0	1	0	0	0	1	0
CHICAGO TRANSIT AUTHORITY	0	0	0	0	2*	2	0
CONSOLIDATED RAIL CORP.	0	4	1	2	0	7	2
DENVER AND RIO GRANDE WESTERN RR CO.	0	0	0	1	1	2	0
GRAND TRUNK WESTERN RR CO.	0	1	0	0	0	1	0
ILLINOIS CENTRAL GULF RR	0	2	0	0	0	2	0
KANSAS CITY TERMINAL RY CO.	0	1	0	0	0	1	1
LONG ISLAND RR	0	1	0	1	0	2	0
LOUISVILLE AND NASHVILLE RR CO.	1	1	0	0	0	2	1
MISSOURI PACIFIC RR CO.	1	3	0	1	0	5	0
MISSOURI-KANSAS-TEXAS RR CO.	2	0	0	0	0	2	0
NEW YORK CITY TRANSIT AUTHORITY	0	1	0	1	0	2	0
NORFOLK AND WESTERN RY CO.	0	1	0	1	0	2	0
SAN FRANCISCO MUNICIPAL RY	1	0	0	0	0	1	0
SE PENNSYLVANIA TRANSPORTATION AUTHORITY	0	0	0	1	0	1	0
SEABOARD COAST LINE RR	0	2	0	3	2	7	1
SOO LINE RR CO.	0	0	0	1	0	1	0
SOUTHERN PACIFIC TRANSP. CO.	0	6	1	11	2	20	1
SOUTHERN RY CO.	0	0	0	5	0	5	0
ST. LOUIS SOUTHWESTERN RY CO.	0	0	0	1	0	1	0
UNION PACIFIC RR	1	1	0	3	0	5	0
WESTERN PACIFIC RR CO.	0	1	0	1	0	2	0
FLORIDA EAST COAST RAILWAY	0	0	0	1	0	1	0
TOTAL	11	46	3	41	11	112	11

* ONE ACCIDENT WAS A FIRE NOT A GRADE CROSSING

(1) NOT INCLUDED IN TOTAL RAILROAD ACCIDENTS/INCIDENTS INVESTIGATED

BEST DOCUMENT AVAILABLE

TABLE 2:

ACCIDENTS BY STATE AND TYPE

(FIGURES BELOW REPRESENT A 3 MONTH PERIOD)

STATE	COLLISION	DERAILMENT	EMPLOYEE FATALITY	PERSONAL FATALITY	GRADE CROSSING	TOTAL	HAZ. MAT. (1) INVOLVED
ALABAMA	0	0	0	4	0	4	0
ARIZONA	0	2	0	0	0	2	1
ARKANSAS	0	1	0	1	0	2	0
CALIFORNIA	2	4	1	11	0	18	0
COLORADO	0	2	0	0	1	3	0
FLORIDA	1	3	0	4	2	10	1
ILLINOIS	0	2	0	0	2*	4	1
INDIANA	0	4	0	0	0	4	2
IOWA	0	1	0	0	0	1	0
KANSAS	0	1	0	1	0	2	0
LOUISIANA	1	0	0	1	0	2	0
MARYLAND	1	0	0	0	0	1	1
MICHIGAN	0	2	0	0	0	2	1
MINNESOTA	0	1	0	0	0	1	0
MISSOURI	0	2	0	0	0	2	2
MONTANA	0	3	0	1	0	4	0
NEBRASKA	1	2	0	0	0	3	0
NEVADA	1	0	0	0	0	1	0
NEW MEXICO	0	0	0	1	0	1	0
NEW YORK	0	3	0	4	0	7	0
NORTH DAKOTA	0	2	0	0	0	2	0
OKLAHOMA	0	1	0	0	0	1	0
OREGON	0	0	1	1	1	3	0
PENNSYLVANIA	1	0	1	1	0	3	0
SOUTH CAROLINA	0	0	0	1	0	1	0
TENNESSEE	0	1	0	0	0	1	0
TEXAS	3	4	0	4	1	12	1
UTAH	0	0	0	1	1	2	0
VIRGINIA	0	0	0	2	0	2	0
WASHINGTON	0	4	0	1	2	7	0
WEST VIRGINIA	0	0	0	2	1	3	0
GEORGIA	0	1	0	0	0	1	1
TOTAL	11	46	3	41	11	112	11

* ONE ACCIDENT WAS A FIRE NOT A GRADE CROSSING

(1) NOT INCLUDED IN TOTAL RAILROAD ACCIDENTS/INCIDENTS INVESTIGATED

TABLE: 3

CASUALITIES BY CLASS OF PERSON AND ACCIDENT TYPE

(FIGURES BELOW REPRESENT A 3 MONTH PERIOD)

	COLLISION	DERAILMENT	PERSONAL CASUALITY	GRADE CROSSING	TOTAL
RAILROAD EMPLOYEES					
FATALITIES.....	1	0	0	0	1
INJURIES.......	8	0	0	0	8
PASSENGERS					
FATALITIES.....	0	0	1	0	1
INJURIES.......	0	0	0	0	0
GENERAL PUBLIC					
FATALITIES.....	1	0	40	2	43
INJURIES.......	0	0	1	0	1

NOTE: 'GENERAL PUBLIC' CONSISTS OF ALL PERSONS WHO ARE NEITHER RAILROAD EMPLOYEES NOR PASSENGERS, INCLUDING BUT NOT LIMITED TO PERSONS ON OFFICIAL BUSINESS ON THE RAILROAD, EMERGENCY FORCES, AND MEMBERS OF THE PUBLIC NOT ON RAILROAD PROPERTY

TABLE: 4

CAUSAL FACTORS BY ACCIDENT TYPE

(FIGURES BELOW REPRESENT A 3 MONTH PERIOD)

	COLLISION	DERAILMENT	EMPLOYEE FATALITY	PERSONAL FATALITY	GRADE CROSSING	TOTAL
COMPONENT FAILURES:						
LOOSELY SECURED CARGO	0	0	0	1	0	1
BROKEN BRAKES	1	0	0	0	0	1
DAMAGE TO RAIL FROM IMPROPER USE OF BRAKES	1	0	0	0	0	1
DAMAGE TO RAIL FROM EXCESSIVE BUFF FORCES	1	0	0	0	0	1
TOTAL (COMPONENT FAILURES)	3	0	0	1	0	4
PROCEDURAL FAILURES:						
FAILURE TO PERFORM PROCEDURE PRESCRIBED BY RR OPERATING RULE	7	0	2	0	0	9
FAILURE TO PERFORM PROCEDURE PRESCRIBED BY RR AIR BRAKE RULE	1	0	0	0	0	1
FAILURE TO PERFORM PROCEDURE PRESCRIBED BY RR TIMETABLE SPECIAL INSTRUCTION	1	0	0	0	0	1
FAILURE TO PERFORM PROCEDURE PRESCRIBED BY RR TRAIN CREW SAFETY RULE	1	0	0	0	0	1
PROCEDURAL FAILURE (UNSPECIFIED)	8	0	1	1	0	10
TOTAL (PROCEDURAL FAILURE)	18	0	3	1	0	22

TABLE: 4

CAUSAL FACTORS BY ACCIDENT TYPE

(FIGURES BELOW REPRESENT A 3 MONTH PERIOD)

	COLLISION	DERAILMENT	EMPLOYEE FATALITY	PERSONAL FATALITY	GRADE CROSSING	TOTAL
HUMAN FAILURES:						
FAILURE OF PERSONNEL TO DETECT OTHER TRAIN	0	0	1	0	0	1
FAILURE OF PERSONNEL TO RECOGNIZE IMPROPER OPERATING PROCEDURE AS HAZARDOUS	0	0	1	0	0	1
IMPROPER TRAIN HANDLING ON UNDULATING GRADE	1	0	0	0	0	1
PHYSICAL DISABILITY	0	0	0	2	0	2
ILLNESS	0	0	0	1	0	1
USE OF DRUGS OR INTOXICANTS	0	0	1	18	2	21
INATTENTIVENESS TO DUTIES	0	0	0	0	3	3
DISTRACTION FROM OTHER EVENTS	0	0	1	4	2	7
LACK OF EXPERIENCE	0	0	0	3	0	3
ERROR IN JUDGMENT	1	0	0	7	1	9
WILLFUL ACT OF INDIVIDUAL	1	0	0	1	1	3
VEHICLE OPERATOR'S ERROR IN JUDGMENT	0	0	0	0	3	3
MENTAL ILLNESS	0	0	0	2	0	2
FAILURE OF PERSON TO RECOGNIZE POSITION ON STRUCTURE AS HAZARDOUS	0	0	0	2	0	2
FAILURE OF PERSON TO DETECT APPROACHING TRAIN	0	0	0	9	2	11
FAILURE OF PERSON TO VACATE POSITION ON TRACK STRUCTURE	0	0	0	24	1	25
FAILURE OF PERSON TO RECOGNIZE UNAUTHORIZED POSITION ON CAR AS HAZARDOUS	1	0	0	4	0	5

TABLE: 4

CAUSAL FACTORS BY ACCIDENT TYPE

(FIGURES BELOW REPRESENT A 3 MONTH PERIOD)

	COLLISION	DERAILMENT	EMPLOYEE FATALITY	PERSONAL FATALITY	GRADE CROSSING	TOTAL
HUMAN FAILURES:						
FAILURE OF PERSON TO RECOGNIZE POSITION ON TRACK STRUCTURE/RIGHT-OF-WAY AS HAZARDOUS	0	0	0	10	0	10
FAILURE OF PERSON TO VACATE POSITION ON RIGHT-OF-WAY	0	0	0	3	1	4
FAILURE TO STOP AT PROTECTED GRADE CROSSING	0	0	0	0	3	3
FAILURE TO STOP AT UNPROTECTED GRADE CROSSING	0	0	0	0	3	3
HUMAN FAILURE (UNSPECIFIED)	1	0	1	4	4	10
TOTAL (HUMAN FAILURES)	5	0	5	94	26	130
NON-RAILROAD ACTIVITIES:						
ACCIDENTAL DAMAGE OF FACILITY BY VEHICLE	1	0	0	0	0	1
DAMAGE BY NON-RAILROAD ACTIVITIES (UNSPECIFIED)	1	0	0	0	0	1
TOTAL (NON-RAILROAD ACTIVITIES)	2	0	0	0	0	2

6

TABLE: 4

CAUSAL FACTORS BY ACCIDENT TYPE

(FIGURES BELOW REPRESENT A 3 MONTH PERIOD)

	COLLISION	DERAILMENT	EMPLOYEE FATALITY	PERSONAL FATALITY	GRADE CROSSING	TOTAL
SYSTEM DESIGN INADEQUACIES:						
LACK OF OR INADEQUATE COMMUNICATIONS	1	0	0	0	0	1
INADEQUATE INDUSTRY REGULATIONS	1	0	0	0	0	1
IMPROPER DISTRIBUTION OF LOADED AND EMPTY CARS IN TRAINS CONIST	0	0	0	0	1	1
SYSTEM DESIGN INADEQUACY (UNSPECIFIED)	0	0	0	1	0	1
TOTAL (SYSTEM DESIGN INADEQUACIES)	2	0	0	1	1	4
GRAND TOTAL	30	0	8	97	27	162

TABLE 5:

CAUSAL FACTORS BY MAJOR CATEGORY AND ACCIDENT TYPE

(FIGURES BELOW REPRESENT A 3 MONTH PERIOD)

	COLLISION	DERAILMENT	EMPLOYEE FATALITY	PERSONAL FATALITY	GRADE CROSSING	TOTAL	HAZ. MAT. (1) INVOLVED
TRACK AND STRUCTURE DEFECTS	1	18	0	0	0	19	5
EQUIPMENT FAILURES	1	18	0	0	1*	20	4
OPERATING PRACTICES	6	6	0	0	0	12	2
OTHER (2)	3	4	3	41	10	61	0
TOTAL	11	46	3	41	11	112	11

(1) NOT INCLUDED IN TOTAL RAILROAD ACCIDENTS/INCIDENTS INVESTIGATED

(2) 'OTHER' INCLUDES HUMAN FAILURE, DAMAGE FROM NATURAL FORCES, VANDALISM, SABOTAGE, SYSTEM DESIGN INADEQUACIES, FAILURE OF RADIO AND RADIO COMPONENTS, AND FAILURE OF CARGO AND CARGO TIEDOWN AND/OR BLOCKING

* WAS A FIRE NOT A GRADE CROSSING ACCIDENT

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

81-0131

BRIEF OF RAILROAD ACCIDENT #FTW81FR020

REPORTED BY:
ATCHISON TOPEKA AND SANTA FE RY CO.

--------------LOCATION--------------	--TIME--	--DATE--	WEATHER	-------VISIBILITY-------
HEREFORD, TEXAS	2350 CST	01/09/81	CLOUDY	DARK/4000 FT

TRAIN	----------------RAILROAD----------------	-------CLASS--------	DIRECTION	-----OPERATING PHASE-----	---TRACK/NO---	
1	ATCHISON TOPEKA AND SANTA FE RY CO.	FREIGHT UNIT TRAIN	WEST	EN ROUTE	MAIN	001

++++++++++++++++++++++++++++++++++++ ACCIDENT DESCRIPTION ++++++++++++++++++++++++++++++++++++

TRAIN 1 STRUCK OBSTRUCTION, RESULTING IN DERAILED LOCO , RESULTING IN DERAILED CARS.

SPEED OF TRAIN 1 WAS 048 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT; HORN WAS SOUNDED.

++

----------------------- PROBABLE CAUSES -----------------------

1. ACCIDENTAL DAMAGE OF FACILITY BY VEHICLE
2. DAMAGE BY NON-RAILROAD ACTIVITIES - REMOVED GRADECROSSING PLANKS KNOCKED ONTO TRACK

---------------------- CASUALTIES --------------------

NONE

------ PROPERTY LOSSES ------

RAILROAD	NON-RAILROAD
$ 1,435,000	$ 0

BEST DOCUMENT AVAILABLE

NATIONAL TRANSPORTATION SAFETY BOARD
Washington, D.C. 20594

81-190

Reported by: THE ATCHISON, TOPEKA & SANTA FE RAILWAY CO.

Brief of Railroad No.: FTW81FR028

Location:	Time:	Date:	Weather:	Visibility:
DALLAS TEXAS	1650 CST	2/20/81	CLEAR	DAY/5000 FT.

Train:	Railroad:	Class:	Direction:	Operating Phase:	Track No.:
1	THE ATCHISON, TOPEKA & SANTA FE RAILWAY CO.	FREIGHT	NORTH	ENROUTE	#1
2					
3					

Accident Description: TRAIN 1 DERAILED RESULTING IN DERAILED LOCOMOTIVE, DERAILED CARS, RELEASE OF TOXIC AGENTS, AND FIRE. SPEED OF TRAIN WAS 12 MPH.

Probable Cause:
1. FAILURE OF TRACK GAGE: HEAVY TRAFFIC REROUTED TO CLASS 2 TRACK
2. DAMAGE TO TRACK GAGE FROM TRAIN OPERATIONS
3.

Other Factors:
1.
2.
3.

Fatalities: Number: Description:

Injuries: Number: Description:

Probable Cause of Casualty:
1.
2.
3.

Property Losses:
Railroad: $650,000
Non-Railroad:

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

81-0235

BRIEF OF RAILROAD ACCIDENT #LAX81IR028

REPORTED BY:
ATCHISON TOPEKA AND SANTA FE RY CO.

--------------LOCATION--------------	--TIME--	--DATE--	WEATHER	-------VISIBILITY-------
RICHMOND, CALIFORNIA	0430 PST	03/20/81	CLEAR	DARK/1000 FT

TRAIN	----------------RAILROAD----------------	-------CLASS--------	DIRECTION	-----OPERATING PHASE-----	---TRACK/NO---	
1	ATCHISON TOPEKA AND SANTA FE RY CO.	YARD/SWITCHING	WEST	MAKEUP/BREAKUP	YARD	010

++++++++++++++++++++++++++++++++++ ACCIDENT DESCRIPTION ++++++++++++++++++++++++++++++++++

TRAIN 1 STRUCK EMPLOYEE, RESULTING IN FATALITY.

SPEED OF TRAIN 1 WAS 010 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT; BRAKES WERE APPLIED.

++

----------------------- PROBABLE CAUSES -----------------------

1. FAILURE OF PERSONNEL TO DETECT OTHER TRAIN DUE TO DISTRACTION BY OTHER EVENTS
2. PROCEDURAL FAILURE - STOOD NEAR ADJACENT TRACK 10 TO INSPECT CARS
3. FAILURE TO PERFORM PROCEDURE PRESCRIBED BY RR OPERATING RULE #38

----------------------- OTHER FACTORS -------------------

1. FAILURE TO PERFORM PROCEDURE PRESCRIBED BY RR OPERATING RULE #111B
2. FAILURE OF PERSONNEL TO RECOGNIZE IMPROPER OPERATING PROCEDURE AS HAZARDOUS

---------------------- CASUALTIES ---------------------

	FATALITIES	INJURIES
EMPLOYEES ON DUTY	1	0

------ PROPERTY LOSSES ------

NONE

----------------- PROBABLE CAUSES OF CASUALTIES ---------------

1. STRUCK BY TRAIN

BEST DOCUMENT AVAILABLE

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

BRIEF OF RAILROAD ACCIDENT #FTW81DR037 81-0246

REPORTED BY:
ATCHISON TOPEKA AND SANTA FE RY CO.

LOCATION	TIME	DATE	WEATHER	VISIBILITY
EL PASO, TEXAS	0410 CST	03/29/81	CLOUDY	DARK/0400 FT

TRAIN	RAILROAD	CLASS	DIRECTION	OPERATING PHASE	TRACK/NO	
1	ATCHISON TOPEKA AND SANTA FE RY CO.	YARD/SWITCHING	EAST	MOVEMENT IN YARD	YARD	109

++++++++++++++++++++++++++++++++ ACCIDENT DESCRIPTION ++++++++++++++++++++++++++++++++

PERSON FELL FROM TRAIN 1; TRAIN 1 STRUCK PERSON, RESULTING IN FATALITY.
SPEED OF TRAIN 1 WAS 005 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT.

++

PROBABLE CAUSES

1. FAILURE OF PERSON TO RECOGNIZE UNAUTHORIZED POSITION ON CAR AS HAZARDOUS

CASUALTIES

	FATALITIES	INJURIES
PERSONS	1	0

PROPERTY LOSSES

NONE

PROBABLE CAUSES OF CASUALTIES

1. STRUCK BY TRAIN

12

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

81-0249

BRIEF OF RAILROAD ACCIDENT #FTW81DR036

REPORTED BY:
ATCHISON TOPEKA AND SANTA FE RY CO.

--------------LOCATION--------------	--TIME--	--DATE--	WEATHER	-------VISIBILITY-------
BROOKSIDE VILLAGE, TEXAS	1759 CST	03/30/81	CLOUDY	DAY/3000 FT

TRAIN	----------------RAILROAD----------------	--------CLASS--------	DIRECTION	-----OPERATING PHASE-----	---TRACK/NO---	
1	ATCHISON TOPEKA AND SANTA FE RY CO.	FREIGHT	SOUTH	EN ROUTE	MAIN	001

++++++++++++++++++++++++++++++++++ ACCIDENT DESCRIPTION ++++++++++++++++++++++++++++++++++

TRAIN 1 STRUCK PERSON, RESULTING IN FATALITY.

SPEED OF TRAIN 1 WAS 030 MPH; ENGINEER WAS AWARE OF IMPENDING ACCIDENT; BRAKES WERE APPLIED.

++

----------------------- PROBABLE CAUSES -----------------------

1. FAILURE OF PERSON TO VACATE POSITION ON TRACK STRUCTURE DUE TO ERROR IN JUDGEMENT
2. FAILURE OF PERSON TO RECOGNIZE POSITION ON TRACK STRUCTURE/RIGHT-OF-WAY AS HAZARDOUS DUE TO ERROR IN JUDGEMENT

---------------------- CASUALTIES --------------------

	FATALITIES	INJURIES
PERSONS	1	0

------ PROPERTY LOSSES ------

NONE

----------------- PROBABLE CAUSES OF CASUALTIES ---------------

1. STRUCK BY TRAIN

BEST DOCUMENT AVAILABLE

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

BRIEF OF RAILROAD ACCIDENT #LAX81FR031 81-0250

REPORTED BY:
ATCHISON TOPEKA AND SANTA FE RY CO.

LOCATION	TIME	DATE	WEATHER	VISIBILITY
FLAGSTAFF, ARIZONA	2220 MST	03/30/81	CLEAR	DARK/0500 FT

TRAIN	RAILROAD	CLASS	DIRECTION	OPERATING PHASE	TRACK/NO	
1	ATCHISON TOPEKA AND SANTA FE RY CO.	FREIGHT	EAST	EN ROUTE	MAIN	001

++++++++++++++++++++++++++++++++++ ACCIDENT DESCRIPTION ++++++++++++++++++++++++++++++++++

TRAIN 1 DERAILED, RESULTING IN DERAILED CARS.
SPEED OF TRAIN 1 WAS 040 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT.

++

------------------------ PROBABLE CAUSES ------------------------

1. BROKEN WHEEL
2. OVER HEATED WHEEL RIM
3. FAILURE OF WHEEL RIM - BRAKE SHOE RODE THE OUTER EDGE OF RIM

----------------------- CASUALTIES ---------------------

NONE

------ PROPERTY LOSSES ------

RAILROAD	NON-RAILROAD
$ 345,000	$ 0

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

81-0124

BRIEF OF RAILROAD ACCIDENT #ATL81FR014

REPORTED BY:
ATLANTA & SAINT ANDREWS BAY RY CO.

LOCATION	TIME	DATE	WEATHER	VISIBILITY
FOUNTAIN, FLORIDA	2045 CST	01/08/81	CLEAR	DARK/0800 FT

TRAIN	RAILROAD	CLASS	DIRECTION	OPERATING PHASE	TRACK/NO	
1	ATLANTA & SAINT ANDREWS BAY RY CO.	FREIGHT	NORTH	EN ROUTE	MAIN	001

++++++++++++++++++++++++++++++++++ ACCIDENT DESCRIPTION ++++++++++++++++++++++++++++++++++

TRAIN 1 DERAILED, RESULTING IN DERAILED CARS.
SPEED OF TRAIN 1 WAS 037 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT.

++

------------------------ PROBABLE CAUSES ------------------------

1. FAILURE OF RAIL - OLD HEAD AND WEB BREAK. CAUSE UNKNOWN

---------------------- CASUALTIES ----------------------

NONE

------ PROPERTY LOSSES ------

RAILROAD	NON-RAILROAD
$ 265,000	$ 0

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

BRIEF OF RAILROAD ACCIDENT #DCA81AR018 81-0179

REPORTED BY:
BALTIMORE & OHIO RR CO.

LOCATION	TIME	DATE	WEATHER	VISIBILITY
GERMANTOWN, MARYLAND	0956 EST	02/09/81	CLEAR	DAY/9990 FT

TRAIN	RAILROAD	CLASS	DIRECTION	OPERATING PHASE	TRACK/NO	
1	BALTIMORE & OHIO RR CO.	LOCO	WEST	EN ROUTE	MAIN	002
2	BALTIMORE & OHIO RR CO.	FREIGHT	EAST	EN ROUTE	MAIN	002

++++++++++++++++++++++++++++++++++ ACCIDENT DESCRIPTION ++++++++++++++++++++++++++++++++++

TRAIN 1 STRUCK FRONT OF TRAIN 2, RESULTING IN DERAILED LOCO , RESULTING IN EMPLOYEE CASUALTIES , RESULTING IN RUPTURE OF LOCO FUEL TANK & OIL SPILLAGE , RESULTING IN FIRE.

SPEED OF TRAIN 1 WAS 024 MPH; ENGINEER WAS AWARE OF IMPENDING ACCIDENT; BRAKES WERE APPLIED. SPEED OF TRAIN 2 WAS 035 MPH; ENGINEER WAS AWARE OF IMPENDING ACCIDENT; BRAKES WERE APPLIED. VISIBILITY WAS AFFECTED BY TRACK ALIGNMENT.

+++

PROBABLE CAUSES

1. PROCEDURAL FAILURE - SEE NTSB PUBLICATION RAR-81-6 FOR PROBABLE CAUSE

CASUALTIES

	FATALITIES	INJURIES
EMPLOYEES ON DUTY	0	4

PROPERTY LOSSES

RAILROAD	NON-RAILROAD
$ 709,000	$ 0

PROBABLE CAUSES OF CASUALTIES

1. THROWN FROM SEAT/POSITION IN COLLISION/DERAILMENT
2. FIRE
3. JUMPED FROM TRAIN

16

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

81-0199

BRIEF OF RAILROAD ACCIDENT #DCA81DR020

REPORTED BY:
BALTIMORE & OHIO RR CO.

LOCATION	TIME	DATE	WEATHER	VISIBILITY
PARKERSBURG, WEST VIRGINIA	1920 EST	02/24/81	UNKNOWN	DARK/UNKNOWN

TRAIN	RAILROAD	CLASS	DIRECTION	OPERATING PHASE	TRACK/NO	
1	BALTIMORE & OHIO RR CO.	LOCAL FREIGHT	EAST	EN ROUTE	MAIN	002

ACCIDENT DESCRIPTION

TRAIN 1 STRUCK PERSON, RESULTING IN FATALITY.
SPEED OF TRAIN 1 IS UNKNOWN; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT.

PROBABLE CAUSES

1. FAILURE OF PERSON TO VACATE POSITION ON TRACK STRUCTURE DUE TO USE OF INTOXICANTS

CASUALTIES

	FATALITIES	INJURIES
PERSONS	1	0

PROPERTY LOSSES

NONE

PROBABLE CAUSES OF CASUALTIES

1. STRUCK BY TRAIN

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

BRIEF OF RAILROAD ACCIDENT #LAX81FR021

81-0216

REPORTED BY:
BAY AREA RAPID TRANSIT DISTRICT

LOCATION	TIME	DATE	WEATHER	VISIBILITY
HAYWARD, CALIFORNIA	0538 PST	02/09/81	RAIN	DARK BUT LIGHTED/1000 FT

TRAIN	RAILROAD	CLASS	DIRECTION	OPERATING PHASE	TRACK/NO	
1	BAY AREA RAPID TRANSIT DISTRICT	PASSENGER TRANSIT	SOUTH	MOVEMENT IN YARD	YARD	005
2	BAY AREA RAPID TRANSIT DISTRICT	PASSENGER TRANSIT	SOUTH	MOVEMENT IN YARD	YARD	005

ACCIDENT DESCRIPTION

TRAIN 1 STRUCK REAR OF STANDING TRAIN 2, RESULTING IN SUBSTANTIAL RR PROPERTY DAMAGE , RESULTING IN MINOR INJURY.

SPEED OF TRAIN 1 WAS 008 MPH; ENGINEER WAS AWARE OF IMPENDING ACCIDENT; BRAKES WERE APPLIED. SPEED OF TRAIN 2 IS UNKNOWN; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT; BRAKES WERE APPLIED.

PROBABLE CAUSES

1. PROCEDURAL FAILURE - WENT TOO FAST TO STOP SHORT OF OTHER TRAIN
2. ERROR IN JUDGEMENT
3. FAILURE TO PERFORM PROCEDURE PRESCRIBED BY RR OPERATING RULE #325E

CASUALTIES

NONE

PROPERTY LOSSES

RAILROAD	NON-RAILROAD
$ 233,000	$ 0

```
                               NATIONAL TRANSPORTATION SAFETY BOARD
                                     WASHINGTON, D.C. 20594
                                                                                         81-0128
                               BRIEF OF RAILROAD ACCIDENT #SEA81DR012

REPORTED BY:
     BURLINGTON NORTHERN INC.

         --------------LOCATION--------------    --TIME--    --DATE--    WEATHER     -------VISIBILITY-------

         CHEHALIS, WASHINGTON                    0730 PST    01/06/81    CLEAR        DAWN OR DUSK/0800 FT

TRAIN  ----------------RAILROAD----------------  --------CLASS--------  DIRECTION  -----OPERATING PHASE-----   ---TRACK/NO---

  1    BURLINGTON NORTHERN INC.                  LOCAL FREIGHT            WEST     EN ROUTE                    BRANCH


                   *********************************** ACCIDENT DESCRIPTION ***********************************

                        TRAIN 1 STRUCK AUTOMOBILE, RESULTING IN FATALITY.
                        SPEED OF TRAIN 1 WAS 038 MPH; ENGINEER WAS AWARE OF IMPENDING ACCIDENT; BRAKES
                   WERE APPLIED.

                   ******************************************************************************************


------------------------ PROBABLE CAUSES ------------------------

1. FAILURE OF MOTORIST TO STOP AT UNPROTECTED GRADE CROSSING


   ---------------------- CASUALTIES ---------------------                        ------ PROPERTY LOSSES ------

                                          FATALITIES  INJURIES                                NONE

    PUBLIC ON RR PROPERTY                     1          0


------------------ PROBABLE CAUSES OF CASUALTIES ----------------

 1. STRUCK BY TRAIN
```

BEST DOCUMENT AVAILABLE

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

BRIEF OF RAILROAD ACCIDENT #DEN81FR012 81-0134

REPORTED BY:
BURLINGTON NORTHERN INC.

LOCATION	TIME	DATE	WEATHER	VISIBILITY
DENVER, COLORADO	2220 MST	01/09/81	CLOUDY	DARK/2000 FT

TRAIN	RAILROAD	CLASS	DIRECTION	OPERATING PHASE	TRACK/NO	
1	BURLINGTON NORTHERN INC.	FREIGHT UNIT TRAIN	SOUTH	EN ROUTE	MAIN	001

++++++++++++++++++++++++++++++++++ ACCIDENT DESCRIPTION ++++++++++++++++++++++++++++++++++

TRAIN 1 STRUCK AUTOMOBILE, RESULTING IN FATALITY , RESULTING IN INJURY.
SPEED OF TRAIN 1 WAS 025 MPH; ENGINEER WAS AWARE OF IMPENDING ACCIDENT; BRAKES WERE APPLIED.

++

----------------------- PROBABLE CAUSES -----------------------

1. FAILURE OF MOTORIST TO STOP AT PROTECTED GRADE CROSSING DUE TO INATTENTIVENESS TO DUTIES

---------------------- CASUALTIES ---------------------

	FATALITIES	INJURIES
PUBLIC ON RR PROPERTY	1	1

------ PROPERTY LOSSES ------

NONE

----------------- PROBABLE CAUSES OF CASUALTIES ----------------

1. STRUCK BY TRAIN

```
                                    NATIONAL TRANSPORTATION SAFETY BOARD
                                         WASHINGTON, D.C. 20594
                                                                                                81-0143
                                   BRIEF OF RAILROAD ACCIDENT #MKC81FR010

REPORTED BY:
     BURLINGTON NORTHERN INC.

         --------------LOCATION--------------    --TIME--     --DATE--     WEATHER      -------VISIBILITY-------

         GREENWOOD, NEBRASKA                      0545 CST     01/23/81     CLEAR         DARK/9000 FT

TRAIN  ----------------RAILROAD----------------   --------CLASS--------   DIRECTION   -----OPERATING PHASE-----   ---TRACK/NO---

  1    BURLINGTON NORTHERN INC.                   FREIGHT UNIT TRAIN        WEST      EN ROUTE                    MAIN

                ++++++++++++++++++++++++++++++++++ ACCIDENT DESCRIPTION ++++++++++++++++++++++++++++++++++

                     TRAIN 1 DERAILED, RESULTING IN DERAILED CARS.
                     SPEED OF TRAIN 1 WAS 040 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT.

                ++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++

------------------------ PROBABLE CAUSES ------------------------

1. BROKEN WHEEL
2. OVER HEATED WHEEL FLANGE
3. FAILURE OF WHEEL - BRAKESHOE OVERRODE WHEEL FLANGE TIP

   ---------------------- CASUALTIES --------------------                    ------ PROPERTY LOSSES ------

                          NONE                                                RAILROAD       NON-RAILROAD

                                                                            $  531,000      $          0
```

BEST DOCUMENT AVAILABLE

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

BRIEF OF RAILROAD ACCIDENT #DEN81DR014 81-0148

REPORTED BY:
BURLINGTON NORTHERN INC.

LOCATION	TIME	DATE	WEATHER	VISIBILITY
BILLINGS, MONTANA	2330 MST	01/22/81	CLEAR	DARK/1000 FT

TRAIN	RAILROAD	CLASS	DIRECTION	OPERATING PHASE	TRACK/NO	
1	BURLINGTON NORTHERN INC.	FREIGHT	WEST	EN ROUTE	MAIN	001

++++++++++++++++++++++++++++++++++ ACCIDENT DESCRIPTION ++++++++++++++++++++++++++++++++++++

TRAIN 1 STRUCK PERSON, RESULTING IN FATALITY.
SPEED OF TRAIN 1 WAS 040 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT.

++

------------------------ PROBABLE CAUSES ------------------------

1. FAILURE OF PERSON TO VACATE POSITION ON TRACK STRUCTURE DUE TO PHYSICAL DISABILITY

---------------------- CASUALTIES ---------------------

	FATALITIES	INJURIES
PERSONS	1	0

------ PROPERTY LOSSES ------

NONE

------------------ PROBABLE CAUSES OF CASUALTIES ----------------

1. STRUCK BY TRAIN

NATIONAL TRANSPORTATION SAFETY BOARD 81-156
Washington, D.C. 20594

Reported by: BURLINGTON NORTHERN INC.
Brief of Railroad No.: DEN81FR016

Location:	Time:	Date:	Weather:	Visibility:
DENVER, COLORADO	1055 MST	1/27/81	CLEAR	DAY/8500 FT.

Train:	Railroad:	Class:	Direction:	Operating Phase:	Track No.:
1	AMTRAK	PASSENGER	WEST	OTHER MOVEMENT IN YARD	#4
2					
3					

Accident Description: TRAIN 1 DERAILED RESULTING IN DERAILED CARS. ENGINEER WAS UNAWARE OF IMPENDING ACCIDENT. SPEED OF TRAIN WAS 4 MPH.

Probable Cause:
1. FAILURE OF TRACK GEOMETRY: RAIL SPREAD UNDER LOAD DUE TO POOR SECUREMENT
2. LOOSELY SECURED SPIKES AND RAIL FASTENERS
3.

Other Factors:
1.
2.
3.

Fatalities: Number: Description: Injuries: Number: Description:

Probable Cause of Casualty:
1.
2.
3.

Property Losses:
Railroad: $15,000
Non-Railroad:

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

81-0160

BRIEF OF RAILROAD ACCIDENT #MKC81FR011

REPORTED BY:
BURLINGTON NORTHERN INC.

LOCATION	TIME	DATE	WEATHER	VISIBILITY
WHITMAN, NEBRASKA	1520 MST	01/27/81	CLOUDY	DAY/0600 FT

TRAIN	RAILROAD	CLASS	DIRECTION	OPERATING PHASE	TRACK/NO
1	BURLINGTON NORTHERN INC.	FREIGHT UNIT TRAIN	EAST	EN ROUTE	MAIN
2	BURLINGTON NORTHERN INC.	FREIGHT UNIT TRAIN	EAST	EN ROUTE	MAIN

ACCIDENT DESCRIPTION

TRAIN 1 STRUCK REAR OF STANDING TRAIN 2, RESULTING IN SUBSTANTIAL RR PROPERTY DAMAGE , RESULTING IN DERAILED LOCO , RESULTING IN DERAILED CARS , RESULTING IN MINOR INJURY.

SPEED OF TRAIN 1 WAS 030 MPH; ENGINEER WAS AWARE OF IMPENDING ACCIDENT; BRAKES WERE APPLIED. TRAIN 2 WAS STOPPED; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT. VISIBILITY WAS AFFECTED BY TRACK ALIGNMENT.

PROBABLE CAUSES

1. PROCEDURAL FAILURE - FAILED TO STOP SHORT OF TRAIN IN OCCUPIED BLOCK
2. FAILURE TO PERFORM PROCEDURE PRESCRIBED BY RR OPERATING RULE #501K

CASUALTIES

NONE

PROPERTY LOSSES

RAILROAD	NON-RAILROAD
$ 354,000	$ 0

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

81-0170

BRIEF OF RAILROAD ACCIDENT #SEA81FR014

REPORTED BY:
BURLINGTON NORTHERN INC.

LOCATION	TIME	DATE	WEATHER	VISIBILITY
COVINGTON, WASHINGTON	2000 PST	01/30/81	CLOUDY	DARK/0800 FT

TRAIN	RAILROAD	CLASS	DIRECTION	OPERATING PHASE	TRACK/NO
1	BURLINGTON NORTHERN INC.	LOCAL FREIGHT	WEST	SETOUT/PICKUP NOT IN YARD	SIDING

++++++++++++++++++++++++++++++++++ ACCIDENT DESCRIPTION ++++++++++++++++++++++++++++++++++

TRAIN 1 DERAILED, RESULTING IN DERAILED CARS.
SPEED OF TRAIN 1 WAS 010 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT; BRAKES WERE APPLIED.

++

------------------------ PROBABLE CAUSES ------------------------

1. FAILURE OF TRACK GEOMETRY - WIDE GAGE FROM LONGITUDINAL MOVEMENT OF RAIL
2. MISSING RAIL ANCHORAGES

------------------------ OTHER FACTORS ------------------------

1. FAILURE TO PERFORM PROCEDURE PRESCRIBED BY FEDERAL TRACK SAFETY STANDARDS 213.125

---------------------- CASUALTIES ----------------------

NONE

------ PROPERTY LOSSES ------

RAILROAD	NON-RAILROAD
$ 150,000	$ 0

BEST DOCUMENT AVAILABLE

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

BRIEF OF RAILROAD ACCIDENT #DEN81FR015

81-0171

REPORTED BY:
BURLINGTON NORTHERN INC.

LOCATION	TIME	DATE	WEATHER	VISIBILITY
AYLMER, NORTH DAKOTA	0820 CST	01/22/81	CLEAR	DAY/1200 FT

TRAIN	RAILROAD	CLASS	DIRECTION	OPERATING PHASE	TRACK/NO	
1	BURLINGTON NORTHERN INC.	FREIGHT	EAST	EN ROUTE	MAIN	001

++++++++++++++++++++++++++++++++++ ACCIDENT DESCRIPTION ++++++++++++++++++++++++++++++++++

TRAIN 1 DERAILED, RESULTING IN DERAILED CARS.
SPEED OF TRAIN 1 WAS 060 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT.

+++

------------------------ PROBABLE CAUSES ------------------------

1. FAILURE OF WHEEL - CRACKED REDUCING WHEEL GAGE. DROPPED IN GAGE
2. MANUFACTURING/CONSTRUCTION DEFECT IN WHEEL

---------------------- CASUALTIES ---------------------

NONE

------ PROPERTY LOSSES ------

RAILROAD	NON-RAILROAD
$ 350,000	$ 0

```
                                   NATIONAL TRANSPORTATION SAFETY BOARD
                                        WASHINGTON, D.C. 20594
                                                                                        81-0178
                                  BRIEF OF RAILROAD ACCIDENT #SEA81IR015

REPORTED BY:
    BURLINGTON NORTHERN INC.

         ---------------LOCATION--------------   --TIME--    --DATE--    WEATHER    -------VISIBILITY-------

         COLUMBIA, OREGON                        2330 PST    02/11/81    CLOUDY       DARK/0500 FT

TRAIN  -----------------RAILROAD----------------   --------CLASS--------   DIRECTION   -----OPERATING PHASE-----   ---TRACK/NO---

  1    BURLINGTON NORTHERN INC.                    LOCAL FREIGHT             WEST      MOVEMENT IN YARD            YARD       002

                  ++++++++++++++++++++++++++++++++++++ ACCIDENT DESCRIPTION ++++++++++++++++++++++++++++++++++++

                       TRAIN 1 STRUCK EMPLOYEE, RESULTING IN FATALITY.
                       SPEED OF TRAIN 1 WAS 003 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT;
                  BRAKES WERE APPLIED.

                  ++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++

------------------------ PROBABLE CAUSES ------------------------

1. HUMAN FAILURE - BRAKEMAN WALKED BETWEEN RAILS DURING SWITCHING


   ----------------------- CASUALTIES ---------------------                          ------ PROPERTY LOSSES ------

                                        FATALITIES  INJURIES                                   NONE

    EMPLOYEES ON DUTY                       1          0


------------------ PROBABLE CAUSES OF CASUALTIES ----------------

 1. STRUCK BY TRAIN
```

BEST DOCUMENT AVAILABLE

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

81-0188

BRIEF OF RAILROAD ACCIDENT #SEA81FR016

REPORTED BY:
BURLINGTON NORTHERN INC.

LOCATION	TIME	DATE	WEATHER	VISIBILITY
GOLDBAR, WASHINGTON	2220 PST	02/14/81	RAIN	DARK/0800 FT

TRAIN	RAILROAD	CLASS	DIRECTION	OPERATING PHASE	TRACK/NO
1	BURLINGTON NORTHERN INC.	FREIGHT	WEST	SETOUT/PICKUP NOT IN YARD	SIDING
2	BURLINGTON NORTHERN INC.	FREIGHT	EAST	SETOUT/PICKUP NOT IN YARD	SIDING

ACCIDENT DESCRIPTION

TRAIN 1 STRUCK FRONT OF STANDING TRAIN 2, RESULTING IN DERAILED LOCO , RESULTING IN MINOR INJURIES.

SPEED OF TRAIN 1 WAS 023 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT. TRAIN 2 WAS STOPPED; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT.

PROBABLE CAUSES

1. PROCEDURAL FAILURE - DID NOT POSITION BRAKE VALVE PROPERLY ON UNIT
2. FAILURE TO PERFORM PROCEDURE PRESCRIBED BY RR AIR BRAKE RULE #307

CASUALTIES

NONE

PROPERTY LOSSES

RAILROAD	NON-RAILROAD
$ 65,000	$ 0

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

BRIEF OF RAILROAD ACCIDENT #SEA81DR017 81-0189

REPORTED BY:
BURLINGTON NORTHERN INC.

LOCATION	TIME	DATE	WEATHER	VISIBILITY
DEER PARK, WASHINGTON	2220 PST	02/17/81	CLOUDY	DARK/0500 FT

TRAIN	RAILROAD	CLASS	DIRECTION	OPERATING PHASE	TRACK/NO
1	BURLINGTON NORTHERN INC.	LOCAL FREIGHT	NORTH	EN ROUTE	BRANCH

++++++++++++++++++++++++++++++++++ ACCIDENT DESCRIPTION ++++++++++++++++++++++++++++++++++

AUTOMOBILE STRUCK TRAIN 1, RESULTING IN FATALITY.
SPEED OF TRAIN 1 WAS 023 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT;
BRAKES WERE APPLIED.

++

----------------------- PROBABLE CAUSES -----------------------

1. FAILURE OF MOTORIST TO STOP AT UNPROTECTED GRADE CROSSING

---------------------- CASUALTIES ----------------------

	FATALITIES	INJURIES
PUBLIC ON RR PROPERTY	1	0

------ PROPERTY LOSSES ------

NONE

----------------- PROBABLE CAUSES OF CASUALTIES ----------------

1. STRUCK TRAIN

29

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

81-0192

BRIEF OF RAILROAD ACCIDENT #ATL81DR022

REPORTED BY:
BURLINGTON NORTHERN INC.

LOCATION	TIME	DATE	WEATHER	VISIBILITY
WALNUT HILL, FLORIDA	2230 CST	02/20/81	CLEAR	DARK/0300 FT

TRAIN	RAILROAD	CLASS	DIRECTION	OPERATING PHASE	TRACK/NO	
1	BURLINGTON NORTHERN INC.	FREIGHT	NORTH	EN ROUTE	MAIN	001

++++++++++++++++++++++++++++++++++ ACCIDENT DESCRIPTION ++++++++++++++++++++++++++++++++++

TRAIN 1 STRUCK PERSON, RESULTING IN FATALITY.

SPEED OF TRAIN 1 WAS 035 MPH; ENGINEER WAS AWARE OF IMPENDING ACCIDENT; BRAKES WERE APPLIED.

++

------------------------ PROBABLE CAUSES ------------------------

1. FAILURE OF PERSON TO VACATE POSITION ON TRACK STRUCTURE DUE TO USE OF INTOXICANTS

----------------------- CASUALTIES ---------------------

	FATALITIES	INJURIES
PERSONS	1	0

------ PROPERTY LOSSES ------

NONE

------------------ PROBABLE CAUSES OF CASUALTIES ----------------

1. STRUCK BY TRAIN

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

81-0197

BRIEF OF RAILROAD ACCIDENT #DEN81FR019

REPORTED BY:
BURLINGTON NORTHERN INC.

LOCATION	TIME	DATE	WEATHER	VISIBILITY
GALATA, MONTANA	0645 MST	02/23/81	CLOUDY	DAWN OR DUSK/2000 FT

TRAIN	RAILROAD	CLASS	DIRECTION	OPERATING PHASE	TRACK/NO
1	BURLINGTON NORTHERN INC.	FREIGHT	WEST	EN ROUTE	MAIN

ACCIDENT DESCRIPTION

TRAIN 1 DERAILED, RESULTING IN DERAILED CARS.
SPEED OF TRAIN 1 WAS 041 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT; BRAKES WERE APPLIED.

PROBABLE CAUSES

1. BROKEN RAIL
2. FAILURE OF RAIL - VERTICAL SPLIT HEAD IN POORLY MAINTAINED TRACK

CASUALTIES

NONE

PROPERTY LOSSES

RAILROAD	NON-RAILROAD
$ 222,000	$ 0

BEST DOCUMENT AVAILABLE

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

81-0198

BRIEF OF RAILROAD ACCIDENT #SEA81FR018

REPORTED BY:
BURLINGTON NORTHERN INC.

LOCATION	TIME	DATE	WEATHER	VISIBILITY
KIONA, WASHINGTON	2250 PST	02/21/81	CLOUDY	DARK/0500 FT

TRAIN	RAILROAD	CLASS	DIRECTION	OPERATING PHASE	TRACK/NO
1	BURLINGTON NORTHERN INC.	FREIGHT	EAST	EN ROUTE	MAIN

ACCIDENT DESCRIPTION

TRAIN 1 DERAILED, RESULTING IN DERAILED CARS.
SPEED OF TRAIN 1 WAS 044 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT.

PROBABLE CAUSES

1. OVER HEATED PLAIN BEARING
2. FAILURE OF AXLE JOURNAL - LUBRICATOR PAD MISSING RESULTING IN BURNOFF

OTHER FACTORS

1. IMPROPER INSPECTION OF AXLE JOURNAL

CASUALTIES

NONE

PROPERTY LOSSES

RAILROAD	NON-RAILROAD
$ 163,000	$ 0

```
                         NATIONAL TRANSPORTATION SAFETY BOARD
                               WASHINGTON, D.C. 20594

                        BRIEF OF RAILROAD ACCIDENT #DEN81FR020                 81-0201
REPORTED BY:
     BURLINGTON NORTHERN INC.

      --------------LOCATION--------------   --TIME--   --DATE--   WEATHER   -------VISIBILITY-------

      SUMMIT, MONTANA                         0940 MST   02/27/81   CLEAR     DAY/5200 FT

TRAIN  ----------------RAILROAD----------------  --------CLASS--------  DIRECTION  -----OPERATING PHASE-----  ---TRACK/NO---

  1    AMTRAK                                    PASSENGER              EAST       EN ROUTE                   MAIN      001

            +++++++++++++++++++++++++++++++++++ ACCIDENT DESCRIPTION +++++++++++++++++++++++++++++++++++

                 TRAIN 1 DERAILED, RESULTING IN DERAILED CARS.
                 SPEED OF TRAIN 1 WAS 033 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT;
            BRAKES WERE APPLIED.

            ++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++

------------------------ PROBABLE CAUSES ------------------------

1. FAILURE OF TRACK GEOMETRY - RAIL SPREAD ON CURVE FROM PRIOR
   HEAVY TRAIN
2. DAMAGE TO TRACK GEOMETRY FROM NATURAL FORCES
3. EXTREME TEMPERATURE VARIATION


   ---------------------- CASUALTIES ---------------------              ------ PROPERTY LOSSES ------

                                  FATALITIES  INJURIES                   RAILROAD         NON-RAILROAD

     EMPLOYEES ON DUTY                 0          2                    $  629,000        $         0
     PASSENGERS                        0          3                    $  629,000        $         0


------------------ PROBABLE CAUSES OF CASUALTIES ----------------

 1. THROWN FROM SEAT/POSITION IN COLLISION/DERAILMENT
 2. STRIKING INJURIOUS ENVIRONMENT
```

BEST DOCUMENT AVAILABLE

33

BEST DOCUMENT AVAILABLE

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

81-0210

BRIEF OF RAILROAD ACCIDENT #MKC81FR014

REPORTED BY:
BURLINGTON NORTHERN INC.

LOCATION	TIME	DATE	WEATHER	VISIBILITY
CRAWFORD, NEBRASKA	1935 MST	03/08/81	CLEAR	DARK/0670 FT

TRAIN	RAILROAD	CLASS	DIRECTION	OPERATING PHASE	TRACK/NO
1	BURLINGTON NORTHERN INC.	FREIGHT UNIT TRAIN	EAST	EN ROUTE	MAIN

++++++++++++++++++++++++++++++++++ ACCIDENT DESCRIPTION ++++++++++++++++++++++++++++++++++

TRAIN 1 DERAILED, RESULTING IN DERAILED CARS.

SPEED OF TRAIN 1 WAS 013 MPH; ENGINEER WAS AWARE OF IMPENDING ACCIDENT; BRAKES WERE APPLIED. VISIBILITY WAS AFFECTED BY TRACK ALIGNMENT.

++

PROBABLE CAUSES

1. IMPROPER TRAIN HANDLING ON UNDULATING GRADE
2. FAILURE TO PERFORM PROCEDURE PRESCRIBED BY RR AIR BRAKE RULE #517

OTHER FACTORS

1. HUMAN FAILURE - HELPER CREW TOLD HEAD CREW TO STOP IMMEDIATELY

CASUALTIES

NONE

PROPERTY LOSSES

RAILROAD	NON-RAILROAD
$ 280,000	$ 0

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

81-0211

BRIEF OF RAILROAD ACCIDENT #MKC81FR015

REPORTED BY:
BURLINGTON NORTHERN INC.

LOCATION	TIME	DATE	WEATHER	VISIBILITY
NORWOOD, MISSOURI	0550 CST	03/02/81	CLEAR	DAWN OR DUSK/0990 FT

TRAIN	RAILROAD	CLASS	DIRECTION	OPERATING PHASE	TRACK/NO
1	BURLINGTON NORTHERN INC.	FREIGHT	NORTH	EN ROUTE	MAIN

ACCIDENT DESCRIPTION

TRAIN 1 DERAILED, RESULTING IN DERAILED CARS , RESULTING IN RELEASE OF TOXIC AGENTS; DERAILED EQUIPMENT CAUGHT ON FIRE.

SPEED OF TRAIN 1 WAS 045 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT. VISIBILITY WAS AFFECTED BY TRACK ALIGNMENT.

* * *

PROBABLE CAUSES

1. BROKEN WHEEL
2. OVER HEATED WHEEL RIM
3. FAILURE OF WHEEL DUE TO PREVIOUS DAMAGE

CASUALTIES

NONE

PROPERTY LOSSES

RAILROAD	NON-RAILROAD
$ 570,000	$ 0

35

BEST DOCUMENT AVAILABLE

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

BRIEF OF RAILROAD ACCIDENT #CHI81FR015

81-0219

REPORTED BY:
BURLINGTON NORTHERN INC.

--------------LOCATION--------------	--TIME--	--DATE--	WEATHER	-------VISIBILITY-------
BROOKSTON, MINNESOTA	0540 CST	03/12/81	CLEAR	DARK/UNKNOWN

TRAIN	----------------RAILROAD----------------	--------CLASS--------	DIRECTION	-----OPERATING PHASE-----	---TRACK/NO---
1	BURLINGTON NORTHERN INC.	FREIGHT UNIT TRAIN	EAST	EN ROUTE	MAIN

++++++++++++++++++++++++++++++++++ ACCIDENT DESCRIPTION ++++++++++++++++++++++++++++++++++

TRAIN 1 DERAILED, RESULTING IN DERAILED CARS.
SPEED OF TRAIN 1 WAS 016 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT.
VISIBILITY WAS AFFECTED BY TRACK ALIGNMENT.

++

------------------------ PROBABLE CAUSES ------------------------

1. FAILURE OF TRACK GEOMETRY - CAR DERAILED TO OUTSIDE OFCURVE;4MPH OVER LIMIT
2. DAMAGE TO CROSSTIES FROM PRIOR ACCIDENT
3. MISSING SPIKES AND RAIL FASTENERS

------------------------ OTHER FACTORS ------------------------

1. FAILURE TO PERFORM PROCEDURE PRESCRIBED BY FEDERAL TRACK SAFETY STANDARDS 213.109
2. FAILURE TO PERFORM PROCEDURE PRESCRIBED BY FEDERAL TRACK SAFETY STANDARDS 213.127
3. IMPROPER INSPECTION OF TRACK GEOMETRY

---------------------- CASUALTIES ----------------------

NONE

------ PROPERTY LOSSES ------

RAILROAD	NON-RAILROAD
$ 335,000	$ 0

```
                              NATIONAL TRANSPORTATION SAFETY BOARD
                                    WASHINGTON, D.C. 20594

                          BRIEF OF RAILROAD ACCIDENT #SEA81DR019                              81-0224
REPORTED BY:
     BURLINGTON NORTHERN INC.

        ---------------LOCATION---------------   --TIME--    --DATE--    WEATHER    -------VISIBILITY-------

        WISHRAM, WASHINGTON                      0300 PST    03/15/81    CLEAR       DARK/0800 FT

TRAIN  -----------------RAILROAD----------------   --------CLASS--------  DIRECTION  -----OPERATING PHASE-----  ---TRACK/NO---
  1    BURLINGTON NORTHERN INC.                    FREIGHT                 WEST      MOVEMENT IN YARD           YARD      002

              ++++++++++++++++++++++++++++++++++ ACCIDENT DESCRIPTION ++++++++++++++++++++++++++++++++++
                   CARGO FELL ON PERSON, RESULTING IN FATALITY.
                   SPEED OF TRAIN 1 WAS 010 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT.
              VISIBILITY WAS AFFECTED BY TRACK ALIGNMENT.

              ++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++

------------------------ PROBABLE CAUSES ------------------------

1. LOOSELY SECURED CARGO
2. FAILURE OF PERSON TO RECOGNIZE UNAUTHORIZED POSITION ON CAR AS
   HAZARDOUS

   ---------------------- CASUALTIES ---------------------                   ------ PROPERTY LOSSES ------

                                  FATALITIES  INJURIES                                  NONE

     PERSONS                          1           0

------------------ PROBABLE CAUSES OF CASUALTIES ----------------

1. SHIFTING CARGO
```

```
                              NATIONAL TRANSPORTATION SAFETY BOARD
                                    WASHINGTON, D.C. 20594
                                                                                         81-0242
                             BRIEF OF RAILROAD ACCIDENT #DEN81FR021

REPORTED BY:
    BURLINGTON NORTHERN INC.

       ---------------LOCATION---------------    --TIME--     --DATE--     WEATHER      -------VISIBILITY-------

       AYLMER, NORTH DAKOTA                      0155 CST     03/26/81     CLEAR         DARK/2000 FT

TRAIN  -----------------RAILROAD----------------   ---------CLASS---------   DIRECTION   -----OPERATING PHASE-----   ---TRACK/NO---

  1    BURLINGTON NORTHERN INC.                    FREIGHT                   EAST        EN ROUTE                   MAIN      001

                 ++++++++++++++++++++++++++++++++++++ ACCIDENT DESCRIPTION ++++++++++++++++++++++++++++++++++++

                      TRAIN 1 DERAILED, RESULTING IN DERAILED EQUIPMENT OBSTRUCTING TRACK.
                      SPEED OF TRAIN 1 WAS 053 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT.

                 +++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++

------------------------ PROBABLE CAUSES ------------------------

1. FAILURE OF AXLE JOURNAL - BURNOFF FROM OVERHEATED PLAIN
   BEARING
2. FAILURE OF PLAIN BEARING FROM UNKNOWN CAUSES


  ----------------------- CASUALTIES ---------------------                      ------ PROPERTY LOSSES ------

                          NONE                                                     RAILROAD        NON-RAILROAD

                                                                                $   573,000      $          0
```

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

81-0245

BRIEF OF RAILROAD ACCIDENT #SEA81FR021

REPORTED BY:
BURLINGTON NORTHERN INC.

LOCATION	TIME	DATE	WEATHER	VISIBILITY
SEDRO WOOLLEY, WASHINGTON	2210 PST	03/27/81	CLOUDY	DARK/0800 FT

TRAIN	RAILROAD	CLASS	DIRECTION	OPERATING PHASE	TRACK/NO
1	BURLINGTON NORTHERN INC.	FREIGHT	WEST	EN ROUTE	MAIN

ACCIDENT DESCRIPTION

TRAIN 1 DERAILED, RESULTING IN DERAILED CARS; DERAILED EQUIPMENT STRUCK SIDE OF STRUCTURE, RESULTING IN SUBSTANTIAL NON-RR DAMAGE.

SPEED OF TRAIN 1 WAS 004 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT. VISIBILITY WAS AFFECTED BY TRACK ALIGNMENT.

PROBABLE CAUSES

1. DAMAGE TO RAIL FROM EXCESSIVE TRAIN BUFF FORCES
2. IMPROPER TRAIN HANDLING ON UNDULATING GRADE
3. PROCEDURAL FAILURE - ROLLED OUT LOW RAIL OF 14 DEGREE CURVE

OTHER FACTORS

1. FAILURE TO PERFORM PROCEDURE PRESCRIBED BY RR AIR BRAKE RULE #516D

CASUALTIES

NONE

PROPERTY LOSSES

RAILROAD	NON-RAILROAD
$ 58,000	$ 5,000

39

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

81-0254

BRIEF OF RAILROAD ACCIDENT #DEN81FR022

REPORTED BY:
BURLINGTON NORTHERN INC.

LOCATION	TIME	DATE	WEATHER	VISIBILITY
BLACKTAIL, MONTANA	1715 MST	03/31/81	CLOUDY	DAWN OR DUSK/5000 FT

TRAIN	RAILROAD	CLASS	DIRECTION	OPERATING PHASE	TRACK/NO	
1	BURLINGTON NORTHERN INC.	FREIGHT	WEST	EN ROUTE	MAIN	001

ACCIDENT DESCRIPTION

CARGOSHIFTED; TRAIN 1 DERAILED, RESULTING IN DERAILED CARS.
SPEED OF TRAIN 1 WAS 025 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT.

PROBABLE CAUSES

1. FAILURE OF TIEDOWN EQUIPMENT - WHEEL LIFT IN EMPTY CAR FROM SHIFTED LOADINCURVE

OTHER FACTORS

1. IMPROPER DISTRIBUTION OF LOADED AND EMPTY CARS IN TRAIN CONSIST

CASUALTIES

NONE

PROPERTY LOSSES

RAILROAD	NON-RAILROAD
$ 334,000	$ 0

```
                              NATIONAL TRANSPORTATION SAFETY BOARD
                                    WASHINGTON, D.C. 20594

                                                                                    81-0151
                             BRIEF OF RAILROAD ACCIDENT #DCA81DR016

REPORTED BY:
     CHESAPEAKE AND OHIO RY CO. (THE)

     --------------LOCATION--------------   --TIME--    --DATE--    WEATHER    -------VISIBILITY-------

     HANDLEY, WEST VIRGINIA                 0120 EST    01/24/81    CLOUDY      DARK/3000 FT

TRAIN  ----------------RAILROAD----------------   -------CLASS--------   DIRECTION   -----OPERATING PHASE-----   ---TRACK/NO---

  1    AMTRAK                                     PASSENGER               WEST       EN ROUTE                   MAIN      001

                 +++++++++++++++++++++++++++++++++++ ACCIDENT DESCRIPTION +++++++++++++++++++++++++++++++++++

                      TRAIN 1 STRUCK TRUCK, RESULTING IN FATALITY.
                      SPEED OF TRAIN 1 WAS 045 MPH; ENGINEER WAS AWARE OF IMPENDING ACCIDENT; BRAKES
                 WERE APPLIED. VISIBILITY WAS AFFECTED BY TRACK ALIGNMENT.

                 ++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++

------------------------ PROBABLE CAUSES ------------------------

1. HUMAN FAILURE - TRUCK OVERSHOT CROSSING BECAME STUCK ON TRACKS
2. FAILURE OF PERSON TO VACATE POSITION ON TRACK STRUCTURE DUE TO
   VEHICLE OPERATOR'S ERROR IN JUDGEMENT

   ---------------------- CASUALTIES ---------------------                    ------ PROPERTY LOSSES ------

                                        FATALITIES  INJURIES                             NONE

   PERSONS                                   1          4

------------------ PROBABLE CAUSES OF CASUALTIES ----------------

 1. STRUCK BY TRAIN
```

```
                                   NATIONAL TRANSPORTATION SAFETY BOARD
                                        WASHINGTON, D.C. 20594

                                                                                          81-0203
                                  BRIEF OF RAILROAD ACCIDENT #CHI81FR012

REPORTED BY:
     CHESAPEAKE AND OHIO RY CO. (THE)

        ---------------LOCATION--------------   --TIME--    --DATE--    WEATHER    -------VISIBILITY-------

        SILVERWOOD, MICHIGAN                    1545 EST    02/27/81    CLOUDY      DAY/5280 FT

TRAIN  -----------------RAILROAD----------------  --------CLASS--------  DIRECTION  -----OPERATING PHASE-----  ---TRACK/NO---

  1    CHESAPEAKE AND OHIO RY CO. (THE)           FREIGHT                  WEST     EN ROUTE                   MAIN

                ++++++++++++++++++++++++++++++++++++ ACCIDENT DESCRIPTION ++++++++++++++++++++++++++++++++++++

                     TRAIN 1 DERAILED, RESULTING IN DERAILED LOCO , RESULTING IN DERAILED CARS ,
                RESULTING IN PUNCTURE OF TANK CARS , RESULTING IN RELEASE OF TOXIC AGENTS.
                     SPEED OF TRAIN 1 WAS 040 MPH; ENGINEER WAS AWARE OF IMPENDING ACCIDENT; BRAKES
                WERE APPLIED.

                ++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++

------------------------ PROBABLE CAUSES ------------------------

1. BROKEN RAIL
2. FAILURE OF RAIL - 8 INCH BOLT HOLE CRACK, HEAD WEB SEPARATION


   ---------------------- CASUALTIES ---------------------                      ------ PROPERTY LOSSES ------

                          NONE                                                    RAILROAD       NON-RAILROAD

                                                                               $   400,000      $    25,000
```

42

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

BRIEF OF RAILROAD ACCIDENT #DCA81DR024

81-0233

REPORTED BY:
CHESAPEAKE AND OHIO RY CO. (THE)

LOCATION	TIME	DATE	WEATHER	VISIBILITY
BURKE, VIRGINIA	2202 EST	03/21/81	CLEAR	DARK/0300 FT

TRAIN	RAILROAD	CLASS	DIRECTION	OPERATING PHASE	TRACK/NO	
1	AMTRAK	PASSENGER	SOUTH	EN ROUTE	MAIN	002

++++++++++++++++++++++++++++++++++ ACCIDENT DESCRIPTION ++++++++++++++++++++++++++++++++++

TRAIN 1 STRUCK PERSON, RESULTING IN FATALITY.
SPEED OF TRAIN 1 WAS 055 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT.

++

------------------------ PROBABLE CAUSES ------------------------

1. FAILURE OF PERSON TO VACATE POSITION ON TRACK STRUCTURE DUE TO ERROR IN JUDGEMENT
2. USE OF INTOXICANTS

---------------------- CASUALTIES ----------------------

	FATALITIES	INJURIES
PERSONS	1	0

------ PROPERTY LOSSES ------

NONE

------------------ PROBABLE CAUSES OF CASUALTIES ----------------

1. STRUCK BY TRAIN

43

BEST DOCUMENT AVAILABLE

```
                                  NATIONAL TRANSPORTATION SAFETY BOARD
                                       WASHINGTON, D.C. 20594

                                 BRIEF OF RAILROAD ACCIDENT #CHI81FR014                                   81-0218

REPORTED BY:
     CHICAGO MILWAUKEE ST PAUL & PACIFIC RR

        --------------LOCATION--------------    --TIME--     --DATE--     WEATHER      -------VISIBILITY-------

        LEWIS, INDIANA                          2045 CST     03/08/81     CLEAR        DARK/UNKNOWN

TRAIN  ----------------RAILROAD----------------  --------CLASS--------  DIRECTION   -----OPERATING PHASE-----   ---TRACK/NO---

  1    CHICAGO MILWAUKEE ST PAUL & PACIFIC RR    FREIGHT                   NORTH      EN ROUTE                  MAIN

                 ********************************** ACCIDENT DESCRIPTION **********************************

                      TRAIN 1 DERAILED, RESULTING IN DERAILED LOCO , RESULTING IN DERAILED CARS ,
                 RESULTING IN RUPTURE OF LOCO FUEL TANK & OIL SPILLAGE.
                      SPEED OF TRAIN 1 WAS 030 MPH; ENGINEER WAS AWARE OF IMPENDING ACCIDENT; BRAKES
                 WERE APPLIED.

                 ******************************************************************************************

------------------------ PROBABLE CAUSES ------------------------

1. BROKEN RAIL
2. FAILURE OF RAIL - END BATTER ON RAIL HEAD AT FRACTURE FACE


   ---------------------- CASUALTIES ---------------------                       ------ PROPERTY LOSSES ------

                          NONE                                                     RAILROAD        NON-RAILROAD

                                                                                 $   375,000      $      5,000
```

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

81-0207

BRIEF OF RAILROAD ACCIDENT #MKC81FR013

REPORTED BY:
CHICAGO AND NORTH WESTERN TRANSP CO.

LOCATION	TIME	DATE	WEATHER	VISIBILITY
WHEATLAND, IOWA	2230 CST	02/26/81	CLOUDY	DARK/UNKNOWN

TRAIN	RAILROAD	CLASS	DIRECTION	OPERATING PHASE	TRACK/NO
1	CHICAGO AND NORTH WESTERN TRANSP CO.	FREIGHT	EAST	EN ROUTE	MAIN

++++++++++++++++++++++++++++++++++++ ACCIDENT DESCRIPTION ++++++++++++++++++++++++++++++++++++

TRAIN 1 DERAILED, RESULTING IN DERAILED CARS.
SPEED OF TRAIN 1 WAS 059 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT.

++

------------------------ PROBABLE CAUSES ------------------------

1. PROBABLE CAUSE UNDETERMINED - CAUSE UNDETERMINED DUE TO INSUFFICIENT EVIDENCE

----------------------- CASUALTIES ---------------------

NONE

------ PROPERTY LOSSES ------

RAILROAD	NON-RAILROAD
$ 180,000	$ 0

45

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

81-0220

BRIEF OF RAILROAD ACCIDENT #MKC81FR016

REPORTED BY:
CHICAGO AND NORTH WESTERN TRANSP CO.

LOCATION	TIME	DATE	WEATHER	VISIBILITY
ROCHELLE, ILLINOIS	0625 CST	03/12/81	CLEAR	DAWN OR DUSK/1400 FT

TRAIN	RAILROAD	CLASS	DIRECTION	OPERATING PHASE	TRACK/NO	
1	CHICAGO AND NORTH WESTERN TRANSP CO.	FREIGHT	WEST	EN ROUTE	MAIN	002

ACCIDENT DESCRIPTION

TRAIN 1 DERAILED, RESULTING IN DERAILED LOCO , RESULTING IN DERAILED CARS , RESULTING IN PUNCTURE OF TANK CARS , RESULTING IN RELEASE OF TOXIC AGENTS.

SPEED OF TRAIN 1 WAS 050 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT.

PROBABLE CAUSES

1. FAILURE OF JOINT BAR - 60 PERCENT OLD BREAK

CASUALTIES

NONE

PROPERTY LOSSES

RAILROAD	NON-RAILROAD
$ 329,000	$ 8,000

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

81-0159

BRIEF OF RAILROAD ACCIDENT #CHI81FR010

REPORTED BY:
CHICAGO TRANSIT AUTHORITY

LOCATION	TIME	DATE	WEATHER	VISIBILITY
SKOKIE, ILLINOIS	1102 CST	01/28/81	CLEAR	DAY/4000 FT

TRAIN	RAILROAD	CLASS	DIRECTION	OPERATING PHASE	TRACK/NO	
1	CHICAGO TRANSIT AUTHORITY	PASSENGER TRANSIT	SOUTH	EN ROUTE	MAIN	001

ACCIDENT DESCRIPTION

TRAIN 1 STRUCK AUTOMOBILE, RESULTING IN FATALITY; TRAIN 1 DERAILED, RESULTING IN MINOR INJURY.

SPEED OF TRAIN 1 WAS 035 MPH; ENGINEER WAS AWARE OF IMPENDING ACCIDENT; BRAKES WERE APPLIED.

PROBABLE CAUSES

1. FAILURE OF PERSON TO DETECT APPROACHING TRAIN DUE TO VEHICLE OPERATOR'S ERROR IN JUDGEMENT
2. FAILURE OF MOTORIST TO STOP AT PROTECTED GRADE CROSSING

CASUALTIES

	FATALITIES	INJURIES
PUBLIC ON RR PROPERTY	1	0

PROPERTY LOSSES

RAILROAD	NON-RAILROAD
$ 36,000	$ 6,000

PROBABLE CAUSES OF CASUALTIES

1. STRUCK BY TRAIN

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

81-0222

BRIEF OF RAILROAD ACCIDENT #CHI81FR016

REPORTED BY:
CHICAGO TRANSIT AUTHORITY

LOCATION	TIME	DATE	WEATHER	VISIBILITY
CHICAGO, ILLINOIS	0840 CST	03/13/81	CLOUDY	DAY/9990 FT

TRAIN	RAILROAD	CLASS	DIRECTION	OPERATING PHASE	TRACK/NO	
1	CHICAGO TRANSIT AUTHORITY	PASSENGER TRANSIT	NORTH	EN ROUTE	MAIN	002

ACCIDENT DESCRIPTION

TRAIN 1 CAUGHT ON FIRE, RESULTING IN MINOR INJURIES.
SPEED OF TRAIN 1 WAS 005 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT; BRAKES WERE APPLIED.

PROBABLE CAUSES

1. LOOSELY SECURED CAR/LOCO UNDERFRAME
2. FAILURE OF CAR/LOCO UNDERFRAME - GROUP CONTROL BOX COVER HIT THIRD RAIL

CASUALTIES

NONE

PROPERTY LOSSES

RAILROAD	NON-RAILROAD
$ 94,000	$ 0

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

81-0127

BRIEF OF RAILROAD ACCIDENT #NYC81DR025

REPORTED BY:
CONSOLIDATED RAIL CORP.

LOCATION	TIME	DATE	WEATHER	VISIBILITY
MONTCLAIR, NEW YORK	0800 EDT	01/05/81	CLEAR	DAY/0250 FT

TRAIN	RAILROAD	CLASS	DIRECTION	OPERATING PHASE	TRACK/NO	
1	CONSOLIDATED RAIL CORP.	PASSENGER COMMUTER	WEST	EN ROUTE	MAIN	001

ACCIDENT DESCRIPTION

TRAIN 1 STRUCK PERSON, RESULTING IN FATALITY.
SPEED OF TRAIN 1 WAS 045 MPH; ENGINEER WAS AWARE OF IMPENDING ACCIDENT. VISIBILITY WAS AFFECTED BY TRACK ALIGNMENT.

PROBABLE CAUSES

1. FAILURE OF PERSON TO VACATE POSITION ON TRACK STRUCTURE

CASUALTIES

	FATALITIES	INJURIES
PERSONS	1	0

PROPERTY LOSSES

NONE

PROBABLE CAUSES OF CASUALTIES

1. STRUCK BY TRAIN

49

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

81-0129

BRIEF OF RAILROAD ACCIDENT #NYC81DR024

REPORTED BY:
CONSOLIDATED RAIL CORP.

LOCATION	TIME	DATE	WEATHER	VISIBILITY
MOUNT KISCO, NEW YORK	1110 EST	01/02/81	CLEAR	DAY/ UNKNOWN

TRAIN	RAILROAD	CLASS	DIRECTION	OPERATING PHASE	TRACK/NO	
1	CONSOLIDATED RAIL CORP.	PASSENGER COMMUTER	WEST	EN ROUTE	BRANCH	001

ACCIDENT DESCRIPTION

TRAIN 1 STRUCK PERSON, RESULTING IN FATALITY.
SPEED OF TRAIN 1 WAS 035 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT; BRAKES WERE APPLIED.

PROBABLE CAUSES

1. FAILURE OF PERSON TO VACATE POSITION ON TRACK STRUCTURE DUE TO USE OF INTOXICANTS

CASUALTIES

	FATALITIES	INJURIES
PERSONS	1	0

PROPERTY LOSSES

NONE

PROBABLE CAUSES OF CASUALTIES

1. STRUCK BY TRAIN

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

81-0139

BRIEF OF RAILROAD ACCIDENT #CHI81FR009

REPORTED BY:
CONSOLIDATED RAIL CORP.

--------------LOCATION--------------	--TIME--	--DATE--	WEATHER	-------VISIBILITY-------
ROSE HILL, INDIANA	0930 EST	01/19/81	CLOUDY	DAY/9990 FT

TRAIN	----------------RAILROAD----------------	-------CLASS--------	DIRECTION	-----OPERATING PHASE-----	---TRACK/NO---
1	CONSOLIDATED RAIL CORP.	FREIGHT	SOUTH	EN ROUTE	MAIN

++++++++++++++++++++++++++++++++++++ ACCIDENT DESCRIPTION ++++++++++++++++++++++++++++++++++++

TRAIN 1 DERAILED, RESULTING IN DERAILED CARS.
SPEED OF TRAIN 1 WAS 043 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT.

++

------------------------ PROBABLE CAUSES ------------------------

1. FAILURE OF BRAKE BEAM - DISLODGED AND FELL UNDER CAR WHEEL DERAILING IT

---------------------- CASUALTIES ----------------------

NONE

------ PROPERTY LOSSES ------

RAILROAD	NON-RAILROAD
$ 213,000	$ 0

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

81-0172

BRIEF OF RAILROAD ACCIDENT #NYC81FR030

REPORTED BY:
CONSOLIDATED RAIL CORP.

LOCATION	TIME	DATE	WEATHER	VISIBILITY
BARTON, NEW YORK	1535 EST	02/05/81	CLEAR	DAY/1000 FT

TRAIN	RAILROAD	CLASS	DIRECTION	OPERATING PHASE	TRACK/NO
1	CONSOLIDATED RAIL CORP.	FREIGHT	EAST	EN ROUTE	MAIN 002

ACCIDENT DESCRIPTION

TRAIN 1 DERAILED, RESULTING IN DERAILED CARS.
SPEED OF TRAIN 1 WAS 044 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT.

PROBABLE CAUSES

1. FAILURE OF CARGO - OPEN TOP LOAD WITH HIGH CENTER OF GRAVITY

2. INADEQUATE INDUSTRY REGULATIONS

OTHER FACTORS

1. FAILURE OF TRACK CROSS ELEVATION DUE TO UNUSUAL DETERIORATION/WEAR

CASUALTIES

NONE

PROPERTY LOSSES

RAILROAD	NON-RAILROAD
$ 460,000	$ 0

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

81-0196

BRIEF OF RAILROAD ACCIDENT #NYC81IR033

REPORTED BY:
CONSOLIDATED RAIL CORP.

LOCATION	TIME	DATE	WEATHER	VISIBILITY
SCOTS RUN, PENNSYLVANIA	0210 EST	02/24/81	FOG	DARK/0100 FT

TRAIN	RAILROAD	CLASS	DIRECTION	OPERATING PHASE	TRACK/NO	
1	CONSOLIDATED RAIL CORP.	FREIGHT	EAST	EN ROUTE	MAIN	101

ACCIDENT DESCRIPTION

TRAIN 1BROKE IN TWO; TRAIN 1 STRUCK REAR OF TRAIN 1, RESULTING IN EMPLOYEE CASUALTY. SPEED OF TRAIN 1 WAS 005 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT.

PROBABLE CAUSES

1. PROCEDURAL FAILURE - STOOD BETWEEN CARS TOFIX COUPLER:TRAIN SLID BACK
2. IMPROPER TRAIN HANDLING ON UNDULATING GRADE
3. FAILURE TO PERFORM PROCEDURE PRESCRIBED BY RR TRAIN CREW SAFETY RULE #1711

OTHER FACTORS

1. FAILURE TO PERFORM PROCEDURE PRESCRIBED BY RR OPERATING RULE #937

CASUALTIES

	FATALITIES	INJURIES
EMPLOYEES ON DUTY	1	0

PROPERTY LOSSES

NONE

PROBABLE CAUSES OF CASUALTIES

1. STRUCK BY TRAIN

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

81-0239

BRIEF OF RAILROAD ACCIDENT #CHI81FR017

REPORTED BY:
CONSOLIDATED RAIL CORP.

LOCATION	TIME	DATE	WEATHER	VISIBILITY
FREE, INDIANA	0335 CST	03/24/81	CLEAR	DARK/UNKNOWN

TRAIN	RAILROAD	CLASS	DIRECTION	OPERATING PHASE	TRACK/NO
1	CHICAGO MILWAUKEE ST PAUL & PACIFIC RR	FREIGHT	NORTH	EN ROUTE	MAIN

ACCIDENT DESCRIPTION

TRAIN 1 DERAILED, RESULTING IN DERAILED CARS , RESULTING IN PUNCTURE OF TANK CARS , RESULTING IN RELEASE OF TOXIC AGENTS.

SPEED OF TRAIN 1 WAS 028 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT.

PROBABLE CAUSES

1. BROKEN JOINT BAR
2. FAILURE OF JOINT BAR - OLD CENTER CRACK WHERE RAIL ENDS JOINED

OTHER FACTORS

1. IMPROPER INSPECTION OF JOINT BAR
2. FAILURE TO PERFORM PROCEDURE PRESCRIBED BY FEDERAL TRACK SAFETY STANDARDS 213.121

CASUALTIES

NONE

PROPERTY LOSSES

RAILROAD	NON-RAILROAD
$ 462,000	$ 0

NATIONAL TRANSPORTATION SAFETY BOARD
Washington, D.C. 20594

81-240

Reported by: CONSOLIDATED RAIL CORP.

Brief of Railroad No.: CHI81FR018

Location:	Time:	Date:	Weather:	Visibility:
ENOS, INDIANA	0740 CST	3/25/81	FOG	DARK/150 FT.

Train:	Railroad:	Class:	Direction:	Operating Phase:	Track No.:
1	CHICAGO, MILWAUKEE ST. PAUL & PACIFIC RR	FREIGHT	NORTH	ENROUTE	N/A
2					
3					

Accident Description: TRAIN 1 DERAILED. THE DERAILED CARS STRUCK CONTAINERS OF ANHYDROUS AMMONIA ALONG RIGHT OF WAY RESULTING IN PUNCTURE AND RELEASE OF THE CONTENTS. ONE EMPLOYEE WAS KILLED AND ONE WAS INJURED. THE ANHYDROUS AMMONIA FUMES CAUSED SEVERAL HIGHWAY COLLISIONS WHICH RESULTED IN 1 FATALITY AND 2 INJURIES. ENGINEER WAS UNAWARE OF IMPENDING ACCIDENT. SPEED OF TRAIN WAS 34 MPH.

Probable Cause:
1. BROKEN JOINT BAR
2. FAILURE OF JOINTBAR: OLD BOLT HOL. BREAK; RAILS AT JOINT MISALINED
3. MISSING TIEPLATES, SPIKES AND RAIL FASTENERS

Other Factors:
1.
2.
3.

Fatalities: Number:	Description:	Injuries: Number:	Description:
1	EMPLOYEE ON DUTY	1	EMPLOYEE ON DUTY
1	PUBLIC NOT ON RR PROPERTY	2	PUBLIC NOT ON RR PROPERTY

Probable Cause of Casualty:
1. ASPHYXIATION
2. TOXIC REACTION
3. AUTOMOBILE COLLISION

Property Losses:
Railroad: $14,000
Non-Railroad: $100,000

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

81-0140

BRIEF OF RAILROAD ACCIDENT #DEN81DR013

REPORTED BY:
DENVER AND RIO GRANDE WESTERN RR CO.

--------------LOCATION--------------	--TIME--	--DATE--	WEATHER	-------VISIBILITY-------
OGDEN, UTAH	0150 MST	01/18/81	CLEAR	DARK/0800 FT

TRAIN	----------------RAILROAD----------------	--------CLASS--------	DIRECTION	-----OPERATING PHASE-----	---TRACK/NO---	
1	DENVER AND RIO GRANDE WESTERN RR CO.	FREIGHT	WEST	MOVEMENT IN YARD	YARD	004

++++++++++++++++++++++++++++++++++ ACCIDENT DESCRIPTION ++++++++++++++++++++++++++++++++++

TRAIN 1 STRUCK PERSON, RESULTING IN FATALITY.
SPEED OF TRAIN 1 IS UNKNOWN; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT; BRAKES WERE APPLIED.

++

----------------------- PROBABLE CAUSES -----------------------

1. FAILURE OF PERSON TO RECOGNIZE POSITION ON STRUCTURE AS HAZARDOUS DUE TO A WILLFUL ACT OF THE INDIVIDUAL

---------------------- CASUALTIES ----------------------

	FATALITIES	INJURIES
PERSONS	1	0

------ PROPERTY LOSSES ------

NONE

------------------ PROBABLE CAUSES OF CASUALTIES ----------------

1. STRUCK BY TRAIN

```
                                   NATIONAL TRANSPORTATION SAFETY BOARD
                                        WASHINGTON, D.C. 20594
                                                                                               81-0177
                                  BRIEF OF RAILROAD ACCIDENT #DEN81FR018

REPORTED BY:
     DENVER AND RIO GRANDE WESTERN RR CO.

        --------------LOCATION--------------    --TIME--     --DATE--     WEATHER     -------VISIBILITY-------

        SPRINGVILLE, UTAH                       0900 MST     02/10/81     CLEAR        DAY/1200 FT

TRAIN  ----------------RAILROAD----------------   --------CLASS--------   DIRECTION   -----OPERATING PHASE-----   ---TRACK/NO---

  1    DENVER AND RIO GRANDE WESTERN RR CO.       FREIGHT UNIT TRAIN        WEST      EN ROUTE                    MAIN       001

               ++++++++++++++++++++++++++++++++++++ ACCIDENT DESCRIPTION +++++++++++++++++++++++++++++++++++

                    TRAIN 1 STRUCK AUTOMOBILE, RESULTING IN FATALITIES , RESULTING IN INJURIES.
                    SPEED OF TRAIN 1 WAS 040 MPH; ENGINEER WAS AWARE OF IMPENDING ACCIDENT; BRAKES
               WERE APPLIED.

               +++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++


----------------------- PROBABLE CAUSES -----------------------

1. FAILURE OF PERSON TO DETECT APPROACHING TRAIN DUE TO
   DISTRACTION BY OTHER EVENTS
2. HUMAN FAILURE - STOPPED TO WATCH OTHER TRAIN,DRIFTED ONTO
   TRACK
3. INATTENTIVENESS TO DUTIES


   --------------------- CASUALTIES --------------------                  ------ PROPERTY LOSSES ------

                                    FATALITIES  INJURIES                   RAILROAD        NON-RAILROAD

    PUBLIC ON RR PROPERTY                2          3                    $         0     $      8,000


----------------- PROBABLE CAUSES OF CASUALTIES ---------------

 1. STRUCK BY TRAIN
```

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

BRIEF OF RAILROAD ACCIDENT #CHI81FR013 81-0212

REPORTED BY:
GRAND TRUNK WESTERN RR CO.

--------------LOCATION--------------	--TIME--	--DATE--	WEATHER	-------VISIBILITY-------
MARCELLUS, MICHIGAN	0414 CST	03/05/81	CLOUDY	DARK/2640 FT

TRAIN	---------------RAILROAD---------------	-------CLASS--------	DIRECTION	-----OPERATING PHASE-----	---TRACK/NO---
1	GRAND TRUNK WESTERN RR CO.	FREIGHT	WEST	EN ROUTE	MAIN

++++++++++++++++++++++++++++++++ ACCIDENT DESCRIPTION ++++++++++++++++++++++++++++++++

TRAIN 1 DERAILED, RESULTING IN DERAILED CARS.
SPEED OF TRAIN 1 WAS 035 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT.

++

---------------------- PROBABLE CAUSES ----------------------

1. FAILURE OF AXLE JOURNAL - BURNOFF DUE TO INADEQUATE LUBRICATION
2. FAILURE TO PROPERLY PERFORM PROCEDURE PRESCRIBED BY RR TIMETABLE SPECIAL INSTRUCTION #GT07

--------------------- CASUALTIES --------------------

NONE

------ PROPERTY LOSSES ------

RAILROAD	NON-RAILROAD
$ 192,000	$ 0

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

81-0147

BRIEF OF RAILROAD ACCIDENT #ATL81FR016

REPORTED BY:
ILLINOIS CENTRAL GULF RR

--------------LOCATION--------------	--TIME--	--DATE--	WEATHER	-------VISIBILITY-------
ORION, TENNESSEE	1245 CST	01/22/81	CLOUDY	DAY/2000 FT

TRAIN	----------------RAILROAD----------------	-------CLASS--------	DIRECTION	-----OPERATING PHASE-----	---TRACK/NO---	
1	ILLINOIS CENTRAL GULF RR	FREIGHT	NORTH	EN ROUTE	MAIN	001

++++++++++++++++++++++++++++++++++ ACCIDENT DESCRIPTION ++++++++++++++++++++++++++++++++++

TRAIN 1 DERAILED, RESULTING IN RUPTURE OF LOCO FUEL TANK & OIL SPILLAGE; DERAILED EQUIPMENT STRUCK TRACK VEHICLE, RESULTING IN FIRE , RESULTING IN MINOR INJURIES.

SPEED OF TRAIN 1 WAS 045 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT.

++

----------------------- PROBABLE CAUSES -----------------------

1. DAMAGE TO RAIL FROM DRAGGING EQUIPMENT
2. FAILURE OF SUPERSTRUCTURE - OLD BREAK IN PILOT ALLOWED IT TO DRAG

---------------------- CASUALTIES --------------------

NONE

------ PROPERTY LOSSES ------

RAILROAD	NON-RAILROAD
$ 955,000	$ 0

BEST DOCUMENT AVAILABLE

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

81-0181

BRIEF OF RAILROAD ACCIDENT #CHI81FR011

REPORTED BY:
ILLINOIS CENTRAL GULF RR

LOCATION	TIME	DATE	WEATHER	VISIBILITY
BUCKLEY, ILLINOIS	1250 CST	02/14/81	CLOUDY	DAY/9990 FT

TRAIN	RAILROAD	CLASS	DIRECTION	OPERATING PHASE	TRACK/NO
1	ILLINOIS CENTRAL GULF RR	FREIGHT	SOUTH	EN ROUTE	MAIN

ACCIDENT DESCRIPTION

TRAIN 1 DERAILED RESULTING IN DERAILED CARS. DERAILED EQUIPMENT STRUCK SIDE OF STANDING CUT OF CARS. SPEED OF TRAIN 1 WAS 038 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT.

PROBABLE CAUSES

1. FAILURE OF AXLE JOURNAL - BURNOFF DUE TO INADEQUATE LUBRICATION

OTHER FACTORS

1. FAILURE TO PROPERLY PERFORM PROCEDURE FOR MAINTENANCE OF AXLE JOURNAL
2. FAILURE TO PROPERLY PERFORM PROCEDURE PRESCRIBED BY RR GENERAL NOTICE/BULLETIN #1

CASUALTIES

NONE

PROPERTY LOSSES

RAILROAD	NON-RAILROAD
$ 238,000	$ 0

60

NATIONAL TRANSPORTATION SAFETY BOARD
Washington, D.C. 20594

81-173

Reported by: FLORIDA EAST COAST RAILWAY

Brief of Railroad No.: ATL81DR019

Location:	Time:	Date:	Weather:	Visibility:
LAKEWORTH, FLORIDA	2325 EST	2/6/81	CLEAR	DARK/800 FT.

Train:	Railroad:	Class:	Direction:	Operating Phase:	Track No.:
1	FLORIDA EAST COAST RAILWAY	FREIGHT	NORTH	ENROUTE	#1
2					
3					

Accident Description: TRAIN 1 STRUCK PERSON RESULTING IN FATALITY. ENGINEER WAS AWARE OF IMPENDING ACCIDENT. SPEED OF TRAIN WAS 35 MPH.

Probable Cause:
1. FAILURE OF PERSON TO VACATE POSITION ON TRACK STRUCTURE
2. HUMAN FAILURE: STAGGERED INTO PATH OF TRAIN WHILE WALKING
3.

Other Factors:
1.
2.
3.

Fatalities:	Number:	Description:	Injuries:	Number:	Description:
	1	PERSON			

Probable Cause of Casualty:
1.
2.
3.

Property Losses:
Railroad:
Non-Railroad:

BEST DOCUMENT AVAILABLE

61

BEST DOCUMENT AVAILABLE

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

81-0145

BRIEF OF RAILROAD ACCIDENT #KC81FR009

REPORTED BY:
KANSAS CITY TERMINAL RY CO.

LOCATION	TIME	DATE	WEATHER	VISIBILITY
KANSAS CITY, MISSOURI	2305 CST	01/18/81	CLOUDY	DARK/0700 FT

TRAIN	RAILROAD	CLASS	DIRECTION	OPERATING PHASE	TRACK/NO
1	ATCHISON TOPEKA AND SANTA FE RY CO.	FREIGHT	WEST	EN ROUTE	MAIN 002

ACCIDENT DESCRIPTION

TRAIN 1 DERAILED, RESULTING IN DERAILED CARS; DERAILED EQUIPMENT STRUCK SIDE OF TRAIN 2, RESULTING IN PUNCTURE OF TANK CARS , RESULTING IN RELEASE OF HAZARDOUS MATERIAL; DERAILED EQUIPMENT CAUGHT ON FIRE, RESULTING IN SUBSTANTIAL NON-RR DAMAGE.

SPEED OF TRAIN 1 WAS 015 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT.

PROBABLE CAUSES

1. IMPROPER TRAIN HANDLING ON UNDULATING GRADE
2. FAILURE TO PERFORM PROCEDURE PRESCRIBED BY RR AIR BRAKE RULE #1022

OTHER FACTORS

1. IMPROPER DISTRIBUTION OF LOADED AND EMPTY CARS IN TRAIN CONSIST

CASUALTIES

NONE

PROPERTY LOSSES

RAILROAD	NON-RAILROAD
$ 791,000	$ 750,000

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

81-0136

BRIEF OF RAILROAD ACCIDENT #NYC81FR029

REPORTED BY:
LONG ISLAND RR

--------------LOCATION--------------	--TIME--	--DATE--	WEATHER	-------VISIBILITY-------
MILL NECK, NEW YORK	1729 EST	01/14/81	CLEAR	DAWN OR DUSK/1700 FT

TRAIN	----------------RAILROAD----------------	-------CLASS--------	DIRECTION	-----OPERATING PHASE-----	---TRACK/NO---	
1	LONG ISLAND RR	PASSENGER COMMUTER	EAST	EN ROUTE	BRANCH	001

++++++++++++++++++++++++++++++++++++ ACCIDENT DESCRIPTION ++++++++++++++++++++++++++++++++++++

TRAIN 1 DERAILED, RESULTING IN DERAILED CARS , RESULTING IN DERAILED LOCO.
SPEED OF TRAIN 1 WAS 040 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT.

++

------------------------ PROBABLE CAUSES ------------------------

1. FAILURE OF TRACK GEOMETRY - OUTSIDE RAIL IN 4 DEGREE CURVE TURNED OVER
2. FAILURE OF TRACK GEOMETRY DUE TO NORMAL DETERIORATION/WEAR

----------------------- OTHER FACTORS -----------------------

1. FAILURE TO PERFORM PROCEDURE FOR MAINTENANCE OF TRACK GEOMETRY

----------------------- CASUALTIES ---------------------

NONE

------ PROPERTY LOSSES ------

RAILROAD	NON-RAILROAD
$ 10,000	$ 0

BEST DOCUMENT AVAILABLE

BEST DOCUMENT AVAILABLE

```
                              NATIONAL TRANSPORTATION SAFETY BOARD
                                    WASHINGTON, D.C. 20594
                                                                                          81-0230
                             BRIEF OF RAILROAD ACCIDENT #NYC81DR035

REPORTED BY:
     LONG ISLAND RR

     ---------------LOCATION---------------    --TIME--    --DATE--    WEATHER    -------VISIBILITY-------

     MASSAPEQUE, NEW YORK                      2204 EST    03/17/81    CLEAR       DARK/0500 FT

TRAIN  -----------------RAILROAD----------------   --------CLASS--------   DIRECTION   -----OPERATING PHASE-----   ---TRACK/NO---

  1    LONG ISLAND RR                              PASSENGER COMMUTER        EAST      EN ROUTE                    MAIN       002

                    ++++++++++++++++++++++++++++++++++ ACCIDENT DESCRIPTION ++++++++++++++++++++++++++++++++++

                         TRAIN 1 STRUCK PERSON, RESULTING IN FATALITY.
                         SPEED OF TRAIN 1 WAS 045 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT;
                    BRAKES WERE APPLIED.

                    ++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++

------------------------- PROBABLE CAUSES -----------------------

1. FAILURE OF PERSON TO RECOGNIZE POSITION ON STRUCTURE AS
   HAZARDOUS DUE TO USE OF INTOXICANTS
2. FAILURE OF PERSON TO DETECT APPROACHING TRAIN DUE TO USE OF
   INTOXICANTS

  ---------------------- CASUALTIES --------------------                    ------ PROPERTY LOSSES ------

                                           FATALITIES  INJURIES                         NONE

    PERSONS                                    1          0

------------------ PROBABLE CAUSES OF CASUALTIES ---------------

 1. STRUCK BY TRAIN
```

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

81-0120

BRIEF OF RAILROAD ACCIDENT #ATL81FR013

REPORTED BY:
LOUISVILLE AND NASHVILLE RR CO.

LOCATION	TIME	DATE	WEATHER	VISIBILITY
CRESTVIEW, FLORIDA	0738 CST	01/05/81	CLEAR	DAY/0380 FT

TRAIN	RAILROAD	CLASS	DIRECTION	OPERATING PHASE	TRACK/NO
1	LOUISVILLE AND NASHVILLE RR CO.	LOCAL FREIGHT	SOUTH	MOVEMENT IN YARD	MAIN
2	LOUISVILLE AND NASHVILLE RR CO.	FREIGHT	NORTH	EN ROUTE	MAIN

ACCIDENT DESCRIPTION

TRAIN 1 STRUCK FRONT OF TRAIN 2, RESULTING IN DERAILED LOCO , RESULTING IN INJURIES. SPEED OF TRAIN 1 IS UNKNOWN; ENGINEER WAS AWARE OF IMPENDING ACCIDENT; BRAKES WERE APPLIED. SPEED OF TRAIN 2 IS UNKNOWN; ENGINEER WAS AWARE OF IMPENDING ACCIDENT; BRAKES WERE APPLIED. VISIBILITY WAS AFFECTED BY TRACK ALIGNMENT.

PROBABLE CAUSES	OTHER FACTORS
1. HUMAN FAILURE - TRAIN 1 DIDNOT ASK DISPATCHER RE TRAIN ARRIVALS	1. INADEQUATE INDUSTRY REGULATIONS

CASUALTIES

	FATALITIES	INJURIES
EMPLOYEES ON DUTY	0	2

PROPERTY LOSSES

RAILROAD	NON-RAILROAD
$ 256,000	$ 0

PROBABLE CAUSES OF CASUALTIES

1. THROWN FROM SEAT/POSITION IN COLLISION/DERAILMENT
2. STRIKING INJURIOUS ENVIRONMENT

65

```
                                NATIONAL TRANSPORTATION SAFETY BOARD
                                     WASHINGTON, D.C. 20594

                                                                                          81-0158
                                BRIEF OF RAILROAD ACCIDENT #ATL81FR025

REPORTED BY:
     LOUISVILLE AND NASHVILLE RR CO.

        --------------LOCATION--------------    --TIME--    --DATE--    WEATHER     -------VISIBILITY-------

        CARTERSVILLE, GEORGIA                   2455 EST    01/28/81    CLEAR        DARK/UNKNOWN

TRAIN  ----------------RAILROAD----------------  -------CLASS--------  DIRECTION  -----OPERATING PHASE-----  ---TRACK/NO---

  1    LOUISVILLE AND NASHVILLE RR CO.           FREIGHT                NORTH     EN ROUTE                   MAIN       001


               +++++++++++++++++++++++++++++++++++ ACCIDENT DESCRIPTION ++++++++++++++++++++++++++++++++++++

                    TRAIN 1 DERAILED, RESULTING IN PUNCTURE OF TANK CARS , RESULTING IN RELEASE
               OF TOXIC AGENTS; TRAIN 1 STRUCK TRACK VEHICLE, RESULTING IN INJURY.
                    SPEED OF TRAIN 1 WAS 020 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT.

               ++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++


----------------------- PROBABLE CAUSES -----------------------   ----------------------- OTHER FACTORS ------------------

1. FAILURE OF CARGO - SHIFTED LOAD IN BOXCAR CAUSED WHEEL CLIMB    1. FAILURE TO PERFORM PROCEDURE PRESCRIBED BY AAR RULES
                                                                      GOVERNING THE LOADING OF  CLOSED CARS#5
2. MISSING DUNNAGE                                                 2. INADEQUATE FEDERAL REGULATIONS
3. FAILURE OF TRACK GEOMETRY DUE TO NORMAL DETERIORATION/WEAR


   ---------------------- CASUALTIES ---------------------                   ------ PROPERTY LOSSES ------

                                         FATALITIES  INJURIES                     RAILROAD       NON-RAILROAD

      EMPLOYEES ON DUTY                      0           1                    $     30,000     $          0


------------------ PROBABLE CAUSES OF CASUALTIES ----------------

 1. TOXIC REACTION
```

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

81-0130

BRIEF OF RAILROAD ACCIDENT #FTW81FR019

REPORTED BY:
MISSOURI-KANSAS-TEXAS RR CO.

LOCATION	TIME	DATE	WEATHER	VISIBILITY
GRANDVIEW, TEXAS	1710 CST	01/09/81	CLEAR	DAY/1130 FT

TRAIN	RAILROAD	CLASS	DIRECTION	OPERATING PHASE	TRACK/NO
1	MISSOURI-KANSAS-TEXAS RR CO.	FREIGHT	SOUTH	EN ROUTE	MAIN
2	MISSOURI PACIFIC RR CO.	LOCAL FREIGHT	SOUTH	EN ROUTE	MAIN

ACCIDENT DESCRIPTION

TRAIN 1 STRUCK REAR OF TRAIN 2, RESULTING IN DERAILED LOCO , RESULTING IN DERAILED CARS.

SPEED OF TRAIN 1 WAS 010 MPH; ENGINEER WAS AWARE OF IMPENDING ACCIDENT; BRAKES WERE APPLIED. TRAIN 2 WAS STOPPED; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT. VISIBILITY WAS AFFECTED BY TRACK ALIGNMENT.

PROBABLE CAUSES

1. PROCEDURAL FAILURE - FAILURE TO COMPLY WITH RESTRICTIVE SIGNAL ASPECT
2. FAILURE TO PERFORM PROCEDURE PRESCRIBED BY RR OPERATING RULE #285
3. FAILURE TO PERFORM PROCEDURE PRESCRIBED BY RR OPERATING RULE #291
4. FAILURE TO PERFORM PROCEDURE PRESCRIBED BY RR OPERATING RULE #327

CASUALTIES

NONE

PROPERTY LOSSES

RAILROAD	NON-RAILROAD
$ 355,000	$ 0

BEST DOCUMENT AVAILABLE

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

81-0237

BRIEF OF RAILROAD ACCIDENT #FTW81DR034

REPORTED BY:
MISSOURI-KANSAS-TEXAS RR CO.

LOCATION	TIME	DATE	WEATHER	VISIBILITY
WACO, TEXAS	0345 CST	03/23/81	CLEAR	DARK/1000 FT

TRAIN	RAILROAD	CLASS	DIRECTION	OPERATING PHASE	TRACK	NO
1	MISSOURI-KANSAS-TEXAS RR CO.	SINGLE CAR	SOUTH	MAKEUP/BREAKUP	YARD	007

++++++++++++++++++++++++++++++++++ ACCIDENT DESCRIPTION ++++++++++++++++++++++++++++++++++

CUT OF CARS STRUCK CUT OF CARS; CARGO FELL ON PERSON, RESULTING IN FATALITY.
SPEED OF TRAIN 1 WAS 004 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT.

++

PROBABLE CAUSES

1. FAILURE OF PERSON TO RECOGNIZE UNAUTHORIZED POSITION ON CAR AS HAZARDOUS DUE TO A WILLFUL ACT OF THE INDIVIDUAL

CASUALTIES

	FATALITIES	INJURIES
PERSONS	1	0

PROPERTY LOSSES

NONE

PROBABLE CAUSES OF CASUALTIES

1. SHIFTING CARGO

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

81-0164

BRIEF OF RAILROAD ACCIDENT #MKC81FR012

REPORTED BY:
MISSOURI PACIFIC RR CO.

LOCATION	TIME	DATE	WEATHER	VISIBILITY
NEAL, KANSAS	0520 CST	01/31/81	FOG	DARK/0900 FT

TRAIN	RAILROAD	CLASS	DIRECTION	OPERATING PHASE	TRACK/NO
1	MISSOURI PACIFIC RR CO.	FREIGHT	EAST	EN ROUTE	MAIN

++++++++++++++++++++++++++++++++++++ ACCIDENT DESCRIPTION ++++++++++++++++++++++++++++++++++++

TRAIN 1 DERAILED, RESULTING IN DERAILED CARS.
SPEED OF TRAIN 1 WAS 032 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT.

++

------------------------ PROBABLE CAUSES ------------------------

1. PROBABLE CAUSE UNDETERMINED - CAUSE UNDETERMINED DUE TO INSUFFICIENT EVIDENCE

---------------------- CASUALTIES ---------------------

NONE

------ PROPERTY LOSSES ------

RAILROAD	NON-RAILROAD
$ 395,000	$ 0

BEST DOCUMENT AVAILABLE

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

81-0166

BRIEF OF RAILROAD ACCIDENT #FTW81FR025

REPORTED BY:
MISSOURI PACIFIC RR CO.

LOCATION	TIME	DATE	WEATHER	VISIBILITY
BRAGGS, OKLAHOMA	2050 CST	01/31/81	RAIN	DARK/0600 FT

TRAIN	RAILROAD	CLASS	DIRECTION	OPERATING PHASE	TRACK/NO	
1	MISSOURI PACIFIC RR CO.	FREIGHT	SOUTH	EN ROUTE	MAIN	001

ACCIDENT DESCRIPTION

TRAIN 1 DERAILED, RESULTING IN DERAILED LOCO , RESULTING IN DERAILED CARS. SPEED OF TRAIN 1 WAS 045 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT. VISIBILITY WAS AFFECTED BY TRACK ALIGNMENT.

PROBABLE CAUSES

1. BROKEN RAIL
2. MANUFACTURING/CONSTRUCTION DEFECT IN RAIL
3. FAILURE OF RAIL - 15 PERCENT COMPOUND FISSURE

CASUALTIES

NONE

PROPERTY LOSSES

RAILROAD	NON-RAILROAD
$ 218,000	$ 0

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

81-0169

BRIEF OF RAILROAD ACCIDENT #FTW81FR026

REPORTED BY:
MISSOURI PACIFIC RR CO.

LOCATION	TIME	DATE	WEATHER	VISIBILITY
NEW ROADS, LOUISIANA	1650 CST	02/01/81	CLOUDY	DAY/1000 FT

TRAIN	RAILROAD	CLASS	DIRECTION	OPERATING PHASE	TRACK/NO	
1	KANSAS CITY SOUTHERN RY CO.	FREIGHT	SOUTH	EN ROUTE	MAIN	001
2	MISSOURI PACIFIC RR CO.	WORK	NORTH	EN ROUTE	MAIN	001

++++++++++++++++++++++++++++++++++ ACCIDENT DESCRIPTION ++++++++++++++++++++++++++++++++++

TRAIN 1 STRUCK FRONT OF TRAIN 2, RESULTING IN DERAILED LOCO , RESULTING IN DERAILED CARS.

SPEED OF TRAIN 1 WAS 010 MPH; ENGINEER WAS AWARE OF IMPENDING ACCIDENT; BRAKES WERE APPLIED. SPEED OF TRAIN 2 WAS 004 MPH; ENGINEER WAS AWARE OF IMPENDING ACCIDENT; BRAKES WERE APPLIED. VISIBILITY WAS AFFECTED BY TRACK ALIGNMENT.

++

PROBABLE CAUSES	OTHER FACTORS
1. PROCEDURAL FAILURE - TRAIN 2 DIDNOT WAIT LONG ENOUGH TO MEET TRAIN 1	1. LACK OF OR INADEQUATE COMMUNICATIONS
2. FAILURE TO PERFORM PROCEDURE PRESCRIBED BY RR OPERATING RULE #S-89	
3. FAILURE TO PERFORM PROCEDURE PRESCRIBED BY RR TIMETABLE SPECIAL INSTRUCTION #36	

---------------------- CASUALTIES ----------------------

NONE

------ PROPERTY LOSSES ------

RAILROAD	NON-RAILROAD
$ 555,000	$ 0

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

81-0191

BRIEF OF RAILROAD ACCIDENT #FTW81FR029

REPORTED BY:
MISSOURI PACIFIC RR CO.

LOCATION	TIME	DATE	WEATHER	VISIBILITY
CLARKSVILLE, ARKANSAS	1850 CST	02/22/81	CLOUDY	DAWN OR DUSK/0700 FT

TRAIN	RAILROAD	CLASS	DIRECTION	OPERATING PHASE	TRACK/NO	
1	MISSOURI PACIFIC RR CO.	FREIGHT	SOUTH	EN ROUTE	MAIN	001

ACCIDENT DESCRIPTION

TRAIN 1 DERAILED, RESULTING IN DERAILED LOCO , RESULTING IN DERAILED CARS. SPEED OF TRAIN 1 WAS 047 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT. VISIBILITY WAS AFFECTED BY TRACK ALIGNMENT.

PROBABLE CAUSES

1. BROKEN RAIL
2. FAILURE OF RAIL - HEAD AND WEB SEPARATION CAUSE UNKNOWN

CASUALTIES

NONE

PROPERTY LOSSES

RAILROAD	NON-RAILROAD
$ 314,000	$ 0

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

81-0247

BRIEF OF RAILROAD ACCIDENT #MKC81DR017

REPORTED BY:
MISSOURI PACIFIC RR CO.

LOCATION	TIME	DATE	WEATHER	VISIBILITY
OSAWATOMIE, KANSAS	1010 CST	03/30/81	CLEAR	DAY/9990 FT

TRAIN	RAILROAD	CLASS	DIRECTION	OPERATING PHASE	TRACK/NO
1	MISSOURI PACIFIC RR CO.	FREIGHT UNIT TRAIN	WEST	EN ROUTE	MAIN

ACCIDENT DESCRIPTION

TRAIN 1 STRUCK PERSON, RESULTING IN FATALITY.
SPEED OF TRAIN 1 WAS 035 MPH; ENGINEER WAS AWARE OF IMPENDING ACCIDENT; BRAKES WERE APPLIED. VISIBILITY WAS AFFECTED BY TRACK ALIGNMENT.

PROBABLE CAUSES

1. FAILURE OF PERSON TO VACATE POSITION ON TRACK STRUCTURE
2. FAILURE OF PERSON TO RECOGNIZE POSITION ON TRACK STRUCTURE/RIGHT-OF-WAY AS HAZARDOUS DUE TO MENTAL ILLNESS

CASUALTIES

	FATALITIES	INJURIES
PERSONS	1	0

PROPERTY LOSSES

NONE

PROBABLE CAUSES OF CASUALTIES

1. STRUCK BY TRAIN

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

81-0176

BRIEF OF RAILROAD ACCIDENT #NYC81DR032

REPORTED BY:
NEW YORK CITY TRANSIT AUTHORITY

LOCATION	TIME	DATE	WEATHER	VISIBILITY
BROOKLYN NEW YORK, NEW YORK	1717 EST	02/10/81	N/A	TUNNEL/0120 FT

TRAIN	RAILROAD	CLASS	DIRECTION	OPERATING PHASE	TRACK/NO	
1	NEW YORK CITY TRANSIT AUTHORITY	PASSENGER TRANSIT	SOUTH	EN ROUTE	MAIN	001

++++++++++++++++++++++++++++++++++ ACCIDENT DESCRIPTION ++++++++++++++++++++++++++++++++++

PERSON FELL FROM TRAIN 1, RESULTING IN FATALITY.

SPEED OF TRAIN 1 IS UNKNOWN; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT; BRAKES WERE APPLIED. VISIBILITY WAS AFFECTED BY TRACK ALIGNMENT.

++

----------------------- PROBABLE CAUSES -----------------------

1. FAILURE OF PERSON TO RECOGNIZE UNAUTHORIZED POSITION ON CAR AS HAZARDOUS

---------------------- CASUALTIES ---------------------

	FATALITIES	INJURIES
PERSONS	1	0

------ PROPERTY LOSSES ------

NONE

----------------- PROBABLE CAUSES OF CASUALTIES ----------------

1. THROWN FROM TRAIN

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

81-0217

BRIEF OF RAILROAD ACCIDENT #NYC81FR026

REPORTED BY:
NEW YORK CITY TRANSIT AUTHORITY

LOCATION	TIME	DATE	WEATHER	VISIBILITY
NEW YORK, NEW YORK	0335 EST	01/06/81	N/A	TUNNEL/0200 FT

TRAIN	RAILROAD	CLASS	DIRECTION	OPERATING PHASE	TRACK/NO	
1	NEW YORK CITY TRANSIT AUTHORITY	PASSENGER TRANSIT	SOUTH	EN ROUTE	MAIN	002

ACCIDENT DESCRIPTION

TRAIN 1 DERAILED, RESULTING IN DERAILED CARS.
SPEED OF TRAIN 1 WAS 010 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT.

PROBABLE CAUSES

1. FAILURE OF SWITCH POINTS DUE TO NORMAL DETERIORATION/WEAR
2. FAILURE OF STOCK RAIL DUE TO NORMAL DETERIORATION/WEAR
3. FAILURE OF WHEEL FLANGE - THIN FLANGES ON SIDE OF TRUCK THAT DERAILED

CASUALTIES

NONE

PROPERTY LOSSES

RAILROAD	NON-RAILROAD
$ 25,000	$ 0

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

81-0116

BRIEF OF RAILROAD ACCIDENT #DCA81DR014

REPORTED BY:
NORFOLK AND WESTERN RY CO.

LOCATION	TIME	DATE	WEATHER	VISIBILITY
MATEWAN, WEST VIRGINIA	0555 EST	01/03/81	CLOUDY	DARK/UNKNOWN

TRAIN	RAILROAD	CLASS	DIRECTION	OPERATING PHASE	TRACK/NO	
1	NORFOLK AND WESTERN RY CO.	FREIGHT	WEST	EN ROUTE	MAIN	002

ACCIDENT DESCRIPTION

TRAIN 1 STRUCK PERSON, RESULTING IN FATALITY.

SPEED OF TRAIN 1 WAS 040 MPH; ENGINEER WAS AWARE OF IMPENDING ACCIDENT; BRAKES WERE APPLIED.

PROBABLE CAUSES

1. FAILURE OF PERSON TO VACATE POSITION ON TRACK STRUCTURE DUE TO MENTAL ILLNESS

CASUALTIES

	FATALITIES	INJURIES
PERSONS	1	0

PROPERTY LOSSES

NONE

PROBABLE CAUSES OF CASUALTIES

1. STRUCK BY TRAIN

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

81-0125

BRIEF OF RAILROAD ACCIDENT #NYC81FR027

REPORTED BY:
NORFOLK AND WESTERN RY CO.

LOCATION	TIME	DATE	WEATHER	VISIBILITY
ANGOLA, NEW YORK	0300 EST	01/09/81	SNOW	DARK/0500 FT

TRAIN	RAILROAD	CLASS	DIRECTION	OPERATING PHASE	TRACK/NO	
1	NORFOLK AND WESTERN RY CO.	FREIGHT	WEST	EN ROUTE	MAIN	001

ACCIDENT DESCRIPTION

TRAIN 1 DERAILED, RESULTING IN DERAILED LOCO , RESULTING IN DERAILED CARS.
SPEED OF TRAIN 1 WAS 037 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT.

PROBABLE CAUSES

1. BROKEN WHEEL
2. FAILURE OF WHEEL - OVERHEATED FROM BRAKES STICKING

CASUALTIES

NONE

PROPERTY LOSSES

RAILROAD	NON-RAILROAD
$ 293,000	$ 0

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

81-0121

BRIEF OF RAILROAD ACCIDENT #LAX81FR011

REPORTED BY:
SAN FRANCISCO MUNICIPAL RY

LOCATION	TIME	DATE	WEATHER	VISIBILITY
SAN FRANCISCO, CALIFORNIA	1640 PST	01/02/81	CLOUDY	DAY/1000 FT

TRAIN	RAILROAD	CLASS	DIRECTION	OPERATING PHASE	TRACK/NO
1	SAN FRANCISCO MUNICIPAL RY	PASSENGER TRANSIT	NORTH	EN ROUTE	MAIN
2	SAN FRANCISCO MUNICIPAL RY	PASSENGER TRANSIT	NORTH	LOADING/UNLOADING	MAIN

ACCIDENT DESCRIPTION

TRAIN 1 STRUCK REAR OF STANDING TRAIN 2, RESULTING IN MINOR INJURIES.

SPEED OF TRAIN 1 WAS 009 MPH; ENGINEER WAS AWARE OF IMPENDING ACCIDENT; BRAKES WERE APPLIED. TRAIN 2 WAS STOPPED; ENGINEER WAS AWARE OF IMPENDING ACCIDENT.

PROBABLE CAUSES

1. BROKEN BRAKE RIGGING
2. PROCEDURAL FAILURE - DID NOT FULLY APPLY EMERGENCY BRAKES

CASUALTIES

NONE

PROPERTY LOSSES

RAILROAD	NON-RAILROAD
$ 24,000	$ 0

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

81-0114

BRIEF OF RAILROAD ACCIDENT #ATL81DR012

REPORTED BY:
SEABOARD COAST LINE RR

--------------LOCATION--------------	--TIME--	--DATE--	WEATHER	-------VISIBILITY-------
WEST PALM BEACH, FLORIDA	1815 EST	01/01/81	CLEAR	DARK/0800 FT

TRAIN	----------------RAILROAD----------------	-------CLASS--------	DIRECTION	-----OPERATING PHASE-----	---TRACK/NO---	
1	AMTRAK	PASSENGER	SOUTH	EN ROUTE	MAIN	001

++++++++++++++++++++++++++++++++++ ACCIDENT DESCRIPTION ++++++++++++++++++++++++++++++++++

TRAIN 1 STRUCK PERSON, RESULTING IN FATALITY.

SPEED OF TRAIN 1 WAS 079 MPH; ENGINEER WAS AWARE OF IMPENDING ACCIDENT; BRAKES WERE APPLIED.

++

----------------------- PROBABLE CAUSES -----------------------

1. FAILURE OF PERSON TO VACATE POSITION ON TRACK STRUCTURE
2. HUMAN FAILURE - WAS FISHING OFF RR BRIDGE.TRIED TO OUTRUN TRAIN

---------------------- CASUALTIES --------------------

	FATALITIES	INJURIES
PERSONS	1	0

------ PROPERTY LOSSES ------

NONE

----------------- PROBABLE CAUSES OF CASUALTIES ---------------

1. STRUCK BY TRAIN

79

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

81-0161

BRIEF OF RAILROAD ACCIDENT #ATL81FR018

REPORTED BY:
SEABOARD COAST LINE RR

LOCATION	TIME	DATE	WEATHER	VISIBILITY
ANTHONY, FLORIDA	1948 EST	01/28/81	CLEAR	DARK/1500 FT

TRAIN	RAILROAD	CLASS	DIRECTION	OPERATING PHASE	TRACK/NO
1	SEABOARD COAST LINE RR	FREIGHT	SOUTH	EN ROUTE	MAIN

ACCIDENT DESCRIPTION

TRAIN 1 STRUCK SIDE OF AUTOMOBILE, RESULTING IN INJURY , RESULTING IN MINOR INJURIES; TRAIN 1 DERAILED, RESULTING IN SUBSTANTIAL RR PROPERTY DAMAGE; DERAILED EQUIPMENT STRUCK STANDING TRACTOR-TRAILER, RESULTING IN SUBSTANTIAL NON-RR DAMAGE.

SPEED OF TRAIN 1 WAS 050 MPH; ENGINEER WAS AWARE OF IMPENDING ACCIDENT; BRAKES WERE APPLIED.

PROBABLE CAUSES

1. HUMAN FAILURE - DRIVER FAILED TOMOVE VEHICLE FROM PATH OF TRAIN
2. WILLFUL ACT OF INDIVIDUAL
3. ERROR IN JUDGEMENT
4. USE OF INTOXICANTS

OTHER FACTORS

1. IMPROPER DISTRIBUTION OF LOADED AND EMPTY CARS IN TRAIN CONSIST

CASUALTIES

	FATALITIES	INJURIES
PUBLIC ON RR PROPERTY	0	1

PROPERTY LOSSES

RAILROAD	NON-RAILROAD
$ 1,512,000	$ 14,000

PROBABLE CAUSES OF CASUALTIES

1. STRUCK BY TRAIN

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

81-0183

BRIEF OF RAILROAD ACCIDENT #ATL81FR021

REPORTED BY:
SEABOARD COAST LINE RR

--------------LOCATION--------------	--TIME--	--DATE--	WEATHER	-------VISIBILITY-------
ORLANDO, FLORIDA	1440 EST	02/15/81	CLOUDY	DAY/1000 FT

TRAIN	----------------RAILROAD----------------	-------CLASS--------	DIRECTION	-----OPERATING PHASE-----	---TRACK/NO---
1	AMTRAK	PASSENGER	SOUTH	EN ROUTE	MAIN

++++++++++++++++++++++++++++++++++ ACCIDENT DESCRIPTION ++++++++++++++++++++++++++++++++++

TRAIN 1 DERAILED, RESULTING IN DERAILED LOCO , RESULTING IN DERAILED EQUIPMENT OBSTRUCTING TRACK.

SPEED OF TRAIN 1 WAS 022 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT; BRAKES WERE APPLIED. VISIBILITY WAS AFFECTED BY TRACK ALIGNMENT.

++

----------------------- PROBABLE CAUSES -----------------------

1. FAILURE OF TRUCKS - SDP-40-F UNIT EXERTED HIGH L/V FORCE IN 6D CURVE
2. FAILURE OF TRACK GEOMETRY DUE TO NORMAL DETERIORATION/WEAR

----------------------- OTHER FACTORS -------------------

1. INADEQUATE FEDERAL REGULATIONS

---------------------- CASUALTIES --------------------

NONE

------ PROPERTY LOSSES ------

RAILROAD	NON-RAILROAD
$ 11,000	$ 0

BEST DOCUMENT AVAILABLE

```
                                   NATIONAL TRANSPORTATION SAFETY BOARD
                                        WASHINGTON, D.C. 20594

                               BRIEF OF RAILROAD ACCIDENT #ATL81DR024                        81-0193

REPORTED BY:
     SEABOARD COAST LINE RR

     ---------------LOCATION--------------    --TIME--     --DATE--    WEATHER     -------VISIBILITY-------

     ORANGEBURG, SOUTH CAROLINA               0555 EST     02/21/81    CLOUDY        DARK/0800 FT

TRAIN  -----------------RAILROAD----------------    -------CLASS--------   DIRECTION   -----OPERATING PHASE-----   ---TRACK/NO---

  1    SEABOARD COAST LINE RR                       FREIGHT                  WEST      EN ROUTE                    MAIN      001

               ++++++++++++++++++++++++++++++++++++ ACCIDENT DESCRIPTION ++++++++++++++++++++++++++++++++++++

                    TRAIN 1 STRUCK PERSON, RESULTING IN FATALITY.
                    SPEED OF TRAIN 1 WAS 018 MPH; ENGINEER WAS AWARE OF IMPENDING ACCIDENT; BRAKES
               WERE APPLIED.

               +++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++

------------------------ PROBABLE CAUSES ------------------------

1. FAILURE OF PERSON TO DETECT APPROACHING TRAIN DUE TO USE OF
   INTOXICANTS

   ---------------------- CASUALTIES ---------------------                       ------ PROPERTY LOSSES ------

                                        FATALITIES  INJURIES                                NONE

    PERSONS                                  1          0

------------------ PROBABLE CAUSES OF CASUALTIES ----------------

 1. STRUCK BY TRAIN
```

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

81-0226

BRIEF OF RAILROAD ACCIDENT #ATL81DR026

REPORTED BY:
SEABOARD COAST LINE RR

LOCATION	TIME	DATE	WEATHER	VISIBILITY
LAKE WORTH, FLORIDA	2132 EST	03/15/81	CLEAR	DARK/0100 FT

TRAIN	RAILROAD	CLASS	DIRECTION	OPERATING PHASE	TRACK/NO
1	SEABOARD COAST LINE RR	FREIGHT	SOUTH	EN ROUTE	MAIN

++++++++++++++++++++++++++++++++++ ACCIDENT DESCRIPTION ++++++++++++++++++++++++++++++++++

TRAIN 1 STRUCK PERSON, RESULTING IN FATALITY.

SPEED OF TRAIN 1 WAS 044 MPH; ENGINEER WAS AWARE OF IMPENDING ACCIDENT; BRAKES WERE APPLIED. VISIBILITY WAS AFFECTED BY TRACK ALIGNMENT.

++

------------------------ PROBABLE CAUSES ------------------------

1. FAILURE OF PERSON TO VACATE POSITION ON TRACK STRUCTURE

------------------------ CASUALTIES ------------------------

	FATALITIES	INJURIES
PERSONS	1	0

------ PROPERTY LOSSES ------

NONE

------------------ PROBABLE CAUSES OF CASUALTIES ----------------

1. STRUCK BY TRAIN

BEST DOCUMENT AVAILABLE

BEST DOCUMENT AVAILABLE

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

81-0221

BRIEF OF RAILROAD ACCIDENT #ATL81FR027

REPORTED BY:
SEABOARD COAST LINE RR

--------------LOCATION--------------	--TIME--	--DATE--	WEATHER	-------VISIBILITY-------
FLORAL CITY, FLORIDA	1015 EST	03/14/81	CLEAR	DAY/UNKNOWN

TRAIN	----------------RAILROAD----------------	-------CLASS--------	DIRECTION	-----OPERATING PHASE-----	---TRACK/NO---	
1	SEABOARD COAST LINE RR	FREIGHT	NORTH	EN ROUTE	MAIN	001

++++++++++++++++++++++++++++++++++ ACCIDENT DESCRIPTION ++++++++++++++++++++++++++++++++++

TRAIN 1BROKE IN TWO, RESULTING IN DERAILMENT; DERAILED EQUIPMENT PUNCTURED TANK CAR, RESULTING IN RELEASE OF HAZARDOUS MATERIAL.

SPEED OF TRAIN 1 WAS 040 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT.

++

---------------------- PROBABLE CAUSES ----------------------

1. FAILURE OF COUPLER KNUCKLE - TRAIN PARTED;REAR PORTION COLLIDED WITH FRONT
2. DAMAGE TO COUPLER KNUCKLE FROM EXCESSIVE TRAIN BUFF FORCES
3. MANUFACTURING/CONSTRUCTION DEFECT IN COUPLER KNUCKLE

---------------------- CASUALTIES --------------------

NONE

------ PROPERTY LOSSES ------

RAILROAD	NON-RAILROAD
$ 165,000	$ 1,000

```
                         NATIONAL TRANSPORTATION SAFETY BOARD
                               WASHINGTON, D.C. 20594

                      BRIEF OF RAILROAD ACCIDENT #ATL81FR028                              81-0238
REPORTED BY:
     SEABOARD COAST LINE RR

     --------------LOCATION--------------   --TIME--   --DATE--   WEATHER   -------VISIBILITY-------

     OKEECHOBEE, FLORIDA                    0110 EST   03/21/81   CLEAR     DARK BUT LIGHTED/0800 FT

TRAIN  ----------------RAILROAD----------------   --------CLASS--------   DIRECTION   -----OPERATING PHASE-----   ---TRACK/NO---

  1    SEABOARD COAST LINE RR                     FREIGHT                 NORTH       EN ROUTE                    MAIN      001

              ++++++++++++++++++++++++++++++++++ ACCIDENT DESCRIPTION ++++++++++++++++++++++++++++++++++

                   TRAIN 1 STRUCK AUTOMOBILE, RESULTING IN FATALITIES.
                   SPEED OF TRAIN 1 WAS 050 MPH; ENGINEER WAS AWARE OF IMPENDING ACCIDENT; BRAKES
              WERE APPLIED.

              ++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++

----------------------- PROBABLE CAUSES -----------------------

1. FAILURE OF MOTORIST TO STOP AT PROTECTED GRADE CROSSING DUE TO
   USE OF INTOXICANTS


   ---------------------- CASUALTIES ---------------------                ------ PROPERTY LOSSES ------

                                          FATALITIES  INJURIES             RAILROAD       NON-RAILROAD

   PUBLIC ON RR PROPERTY                      2           0              $    2,000      $    2,000


------------------ PROBABLE CAUSES OF CASUALTIES ----------------

1. STRUCK TRAIN
```

```
                                   NATIONAL TRANSPORTATION SAFETY BOARD
                                        WASHINGTON, D.C. 20594
                                                                                          81-0182

                                BRIEF OF RAILROAD ACCIDENT #NYC81IR031

REPORTED BY:
   SE PENNSYLVANIA TRANSPORTATION AUTHORITY
                                          --TIME--    --DATE--    WEATHER     -------VISIBILITY-------
     --------------LOCATION--------------
                                          2210 EST    02/14/81    N/A         TUNNEL/0200 FT
     PHILADELPHIA, PENNSYLVANIA

                                          --------CLASS--------  DIRECTION  -----OPERATING PHASE-----  ---TRACK/NO---
TRAIN  ----------------RAILROAD----------------
                                                                                                        MAIN       002
  1    SE PENNSYLVANIA TRANSPORTATION AUTHORITY  PASSENGER TRANSIT   EAST       EN ROUTE

                  ++++++++++++++++++++++++++++++++ ACCIDENT DESCRIPTION ++++++++++++++++++++++++++++++++++

                     PASSENGER FELL FROM TRAIN 1; TRAIN 1 STRUCK PASSENGER, RESULTING IN FATALITY.
                     SPEED OF TRAIN 1 IS UNKNOWN; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT.

                  ++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++

-------------------------- PROBABLE CAUSES ---------------------------

1. FAILURE OF PERSON TO RECOGNIZE UNAUTHORIZED POSITION ON CAR AS
   HAZARDOUS DUE TO USE OF INTOXICANTS
2. SYSTEM DESIGN INADEQUACY - CHAINS BETWEEN CARS FAIL TO
   RESTRAIN PASSINGERS

                                                                  ------ PROPERTY LOSSES ------
     ---------------------- CASUALTIES ---------------------
                                                                              NONE
                                    FATALITIES  INJURIES

     PASSENGERS                          1          0

   ------------------ PROBABLE CAUSES OF CASUALTIES ----------------

1. FALLING/TRIPPING
```

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

81-0146

BRIEF OF RAILROAD ACCIDENT #ATL81DR015

REPORTED BY:
SOO LINE RR CO.

LOCATION	TIME	DATE	WEATHER	VISIBILITY
SAWYERVILLE, ALABAMA	1350 CST	01/22/81	CLOUDY	DAY/9990 FT

TRAIN	RAILROAD	CLASS	DIRECTION	OPERATING PHASE	TRACK/NO
1	SOO LINE RR CO.	LOCAL FREIGHT	NORTH	EN ROUTE	MAIN

ACCIDENT DESCRIPTION

TRAIN 1 STRUCK PERSON, RESULTING IN FATALITY.
SPEED OF TRAIN 1 WAS 010 MPH; ENGINEER WAS AWARE OF IMPENDING ACCIDENT; BRAKES WERE APPLIED.

PROBABLE CAUSES

1. FAILURE OF PERSON TO VACATE POSITION ON TRACK STRUCTURE

CASUALTIES

	FATALITIES	INJURIES
PERSONS	1	0

PROPERTY LOSSES

NONE

PROBABLE CAUSES OF CASUALTIES

1. STRUCK BY TRAIN

81

BEST DOCUMENT AVAILABLE

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

81-0117

BRIEF OF RAILROAD ACCIDENT #SEA81DR011

REPORTED BY:
SOUTHERN PACIFIC TRANSP. CO.

LOCATION	TIME	DATE	WEATHER	VISIBILITY
HALSEY, OREGON	0917 PST	01/02/81	FOG	DAY/1800 FT

TRAIN	RAILROAD	CLASS	DIRECTION	OPERATING PHASE	TRACK/NO
1	AMTRAK	PASSENGER	SOUTH	EN ROUTE	MAIN

ACCIDENT DESCRIPTION

TRAIN 1 STRUCK AUTOMOBILE, RESULTING IN PERSON CASUALTY.

SPEED OF TRAIN 1 WAS 060 MPH; ENGINEER WAS AWARE OF IMPENDING ACCIDENT; BRAKES WERE APPLIED.

PROBABLE CAUSES

1. FAILURE OF MOTORIST TO STOP AT UNPROTECTED GRADE CROSSING
2. INATTENTIVENESS TO DUTIES

PROPERTY LOSSES

NONE

CASUALTIES

	FATALITIES	INJURIES
PUBLIC ON RR PROPERTY	1	0

PROBABLE CAUSES OF CASUALTIES

1. STRUCK BY TRAIN

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

81-0122

BRIEF OF RAILROAD ACCIDENT #LAX81FR012

REPORTED BY:
SOUTHERN PACIFIC TRANSP. CO.

LOCATION	TIME	DATE	WEATHER	VISIBILITY
BRADLEY, CALIFORNIA	0415 PST	01/05/81	FOG	DARK/0200 FT

TRAIN	RAILROAD	CLASS	DIRECTION	OPERATING PHASE	TRACK/NO
1	SOUTHERN PACIFIC TRANSP. CO.	FREIGHT	WEST	EN ROUTE	MAIN

ACCIDENT DESCRIPTION

CARGOSHIFTED, RESULTING IN DERAILMENT.
SPEED OF TRAIN 1 WAS 040 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT.

PROBABLE CAUSES

1. PROCEDURAL FAILURE - RAN TRAIN AT EXCESSIVE SPEED IN 9 DEGREE CURVE

OTHER FACTORS

1. FAILURE TO PERFORM PROCEDURE PRESCRIBED BY RR TIMETABLE SPECIAL INSTRUCTION #17

CASUALTIES

NONE

PROPERTY LOSSES

RAILROAD	NON-RAILROAD
$ 314,000	$ 0

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

81-0137

BRIEF OF RAILROAD ACCIDENT #FTW81FR021

REPORTED BY:
SOUTHERN PACIFIC TRANSP. CO.

LOCATION	TIME	DATE	WEATHER	VISIBILITY
SHINER, TEXAS	1125 CST	01/12/81	CLOUDY	DAY/1000 FT

TRAIN	RAILROAD	CLASS	DIRECTION	OPERATING PHASE	TRACK/NO	
1	SOUTHERN PACIFIC TRANSP. CO.	FREIGHT UNIT TRAIN	WEST	EN ROUTE	BRANCH	001

++++++++++++++++++++++++++++++++++ ACCIDENT DESCRIPTION ++++++++++++++++++++++++++++++++++

TRAIN 1 DERAILED, RESULTING IN DERAILED LOCO , RESULTING IN DERAILED CARS. SPEED OF TRAIN 1 WAS 020 MPH; ENGINEER WAS AWARE OF IMPENDING ACCIDENT; BRAKES WERE APPLIED. VISIBILITY WAS AFFECTED BY TRACK ALIGNMENT.

++

------------------------ PROBABLE CAUSES ------------------------

1. DAMAGE TO TRACK GEOMETRY FROM PRIOR ACCIDENT
2. FAILURE TO PERFORM PROCEDURE PRESCRIBED BY RR OPERATING RULE #101
3. FAILURE TO PERFORM PROCEDURE PRESCRIBED BY RR OPERATING RULE #827
4. FAILURE TO PERFORM PROCEDURE PRESCRIBED BY RR OPERATING RULE #874
5. PROCEDURAL FAILURE - CREW NOTICED DAMAGED TRACK BUT DID NOT STOP

---------------------- CASUALTIES ---------------------

NONE

------ PROPERTY LOSSES ------

RAILROAD	NON-RAILROAD
$ 206,000	$ 0

```
                                   NATIONAL TRANSPORTATION SAFETY BOARD
                                        WASHINGTON, D.C. 20594

                                BRIEF OF RAILROAD ACCIDENT #FTW81DR022                         81-0141

REPORTED BY:
     SOUTHERN PACIFIC TRANSP. CO.

          --------------LOCATION--------------   --TIME--    --DATE--    WEATHER    -------VISIBILITY-------

          SAN ANTONIO, TEXAS                     2220 CST    01/16/81    CLEAR       DARK/0900 FT

TRAIN  ----------------RAILROAD----------------  --------CLASS--------  DIRECTION  -----OPERATING PHASE-----  ---TRACK/NO---

  1    SOUTHERN PACIFIC TRANSP. CO.              FREIGHT                  EAST     EN ROUTE                   MAIN

                +++++++++++++++++++++++++++++++++++ ACCIDENT DESCRIPTION ++++++++++++++++++++++++++++++++++++

                     TRAIN 1 STRUCK PERSON, RESULTING IN FATALITY.
                     SPEED OF TRAIN 1 IS UNKNOWN; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT.

                +++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++

------------------------ PROBABLE CAUSES ------------------------

1. HUMAN FAILURE - FAILURE IN ATTEMPT TO BOARD MOVING TRAIN


  ---------------------- CASUALTIES ---------------------                     ------ PROPERTY LOSSES ------

                                         FATALITIES  INJURIES                          NONE

    PERSONS                                   1          0


------------------ PROBABLE CAUSES OF CASUALTIES ----------------

 1. STRUCK BY TRAIN
```

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

81-0142

BRIEF OF RAILROAD ACCIDENT #LAX81FR015

REPORTED BY:
SOUTHERN PACIFIC TRANSP. CO.

LOCATION	TIME	DATE	WEATHER	VISIBILITY
PALMDALE, CALIFORNIA	0150 PST	01/22/81	CLEAR	DARK/0500 FT

TRAIN	RAILROAD	CLASS	DIRECTION	OPERATING PHASE	TRACK/NO
1	SOUTHERN PACIFIC TRANSP. CO.	FREIGHT	EAST	EN ROUTE	SIDING 001

ACCIDENT DESCRIPTION

TRAIN 1 DERAILED, RESULTING IN DERAILED CARS.
SPEED OF TRAIN 1 WAS 008 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT.

PROBABLE CAUSES

1. PROCEDURAL FAILURE - HELPER CREW DIDNOT SLOW DOWN AS HEADEND STOPPED
2. FAILURE TO PERFORM PROCEDURE PRESCRIBED BY RR TIMETABLE SPECIAL INSTRUCTION #6

CASUALTIES

NONE

PROPERTY LOSSES

RAILROAD	NON-RAILROAD
$ 219,000	$ 0

```
                                        NATIONAL TRANSPORTATION SAFETY BOARD
                                              WASHINGTON, D.C. 20594

                                       BRIEF OF RAILROAD ACCIDENT #FTW81DR024                                  81-0153
REPORTED BY:
     SOUTHERN PACIFIC TRANSP. CO.

     --------------LOCATION--------------     --TIME--     --DATE--     WEATHER     -------VISIBILITY-------

     AFTON, NEW MEXICO                        0230 CST     01/25/81     CLEAR       DARK/1200 FT

TRAIN  ----------------RAILROAD----------------   --------CLASS--------   DIRECTION   -----OPERATING PHASE-----   ---TRACK/NO---

  1    SOUTHERN PACIFIC TRANSP. CO.               FREIGHT                 WEST        EN ROUTE                    MAIN      001

               ++++++++++++++++++++++++++++++++++ ACCIDENT DESCRIPTION ++++++++++++++++++++++++++++++++++

                    PERSON FELL FROM TRAIN 1, RESULTING IN FATALITY.
                    SPEED OF TRAIN 1 IS UNKNOWN; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT.

               ++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++

----------------------- PROBABLE CAUSES -----------------------

1. HUMAN FAILURE - PERSON JUMPED FROM MOVING TRAIN
2. ERROR IN JUDGEMENT

   --------------------- CASUALTIES -------------------                       ------ PROPERTY LOSSES ------

                                        FATALITIES  INJURIES                           NONE

   PERSONS                                   1          0

----------------- PROBABLE CAUSES OF CASUALTIES ---------------

 1. THROWN FROM TRAIN
```

93

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

81-0162

BRIEF OF RAILROAD ACCIDENT #LAX81DR017

REPORTED BY:
SOUTHERN PACIFIC TRANSP. CO.

LOCATION	TIME	DATE	WEATHER	VISIBILITY
OAKLAND, CALIFORNIA	0650 PST	01/29/81	RAIN	DAWN OR DUSK/0500 FT

TRAIN	RAILROAD	CLASS	DIRECTION	OPERATING PHASE	TRACK/NO	
1	SOUTHERN PACIFIC TRANSP. CO.	FREIGHT	WEST	EN ROUTE	MAIN	002

++++++++++++++++++++++++++++++++++ ACCIDENT DESCRIPTION ++++++++++++++++++++++++++++++++++

TRAIN 1 STRUCK PERSON, RESULTING IN FATALITY.
SPEED OF TRAIN 1 WAS 020 MPH; ENGINEER WAS AWARE OF IMPENDING ACCIDENT; BRAKES WERE APPLIED.

++

----------------------- PROBABLE CAUSES -----------------------

1. FAILURE OF PERSON TO DETECT APPROACHING TRAIN DUE TO DISTRACTION BY OTHER EVENTS
2. FAILURE OF PERSON TO RECOGNIZE POSITION ON TRACK STRUCTURE/RIGHT-OF-WAY AS HAZARDOUS

---------------------- CASUALTIES ----------------------

	FATALITIES	INJURIES
PERSONS	1	0

------ PROPERTY LOSSES ------

NONE

------------------ PROBABLE CAUSES OF CASUALTIES ----------------

1. STRUCK BY TRAIN

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

81-0165

BRIEF OF RAILROAD ACCIDENT #LAX81IR016

REPORTED BY:
SOUTHERN PACIFIC TRANSP. CO.

LOCATION	TIME	DATE	WEATHER	VISIBILITY
WASH, CALIFORNIA	1230 PST	01/31/81	CLEAR	DAY/6000 FT

TRAIN	RAILROAD	CLASS	DIRECTION	OPERATING PHASE	TRACK/NO
1	SOUTHERN PACIFIC TRANSP. CO.	FREIGHT	WEST	EN ROUTE	MAIN 001

++++++++++++++++++++++++++++++++++++ ACCIDENT DESCRIPTION ++++++++++++++++++++++++++++++++++++

TRAIN 1 STRUCK SIDE OF EQUIPMENT COMPONENT; PERSONS FELL FROM EQUIPMENT COMPONENT, RESULTING IN FATALITY; EQUIPMENT COMPONENT STRUCK EMPLOYEE, RESULTING IN MINOR INJURY.

SPEED OF TRAIN 1 WAS 045 MPH; ENGINEER WAS AWARE OF IMPENDING ACCIDENT; BRAKES WERE APPLIED.

+++

PROBABLE CAUSES	OTHER FACTORS
1. FAILURE OF PERSON TO VACATE POSITION ON RIGHT-OF-WAY DUE TO USE OF INTOXICANTS	1. PROCEDURAL FAILURE - MINIMUM FLAGGINGPROTECTION PROVIDED BY RAILROAD

CASUALTIES	FATALITIES	INJURIES	PROPERTY LOSSES RAILROAD	PROPERTY LOSSES NON-RAILROAD
PERSONS ON OFFICIAL BUSINESS	1	1	$ 0	$ 15,000

------------------ PROBABLE CAUSES OF CASUALTIES ----------------

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

81-0184

BRIEF OF RAILROAD ACCIDENT #LAX81DR019

REPORTED BY:
SOUTHERN PACIFIC TRANSP. CO.

LOCATION	TIME	DATE	WEATHER	VISIBILITY
BAKERSFIELD, CALIFORNIA	0200 PST	02/15/81	CLEAR	DARK/0300 FT

TRAIN	RAILROAD	CLASS	DIRECTION	OPERATING PHASE	TRACK/NO	
1	SOUTHERN PACIFIC TRANSP. CO.	YARD/SWITCHING	WEST	MOVEMENT IN YARD	YARD	019

++++++++++++++++++++++++++++++++++++ ACCIDENT DESCRIPTION ++++++++++++++++++++++++++++++++++++

TRAIN 1 STRUCK PERSON, RESULTING IN FATALITY.

SPEED OF TRAIN 1 WAS 004 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT; BRAKES WERE APPLIED.

++

------------------------ PROBABLE CAUSES ------------------------

1. FAILURE OF PERSON TO RECOGNIZE POSITION ON TRACK STRUCTURE/RIGHT-OF-WAY AS HAZARDOUS DUE TO USE OF INTOXICANTS

---------------------- CASUALTIES ----------------------

	FATALITIES	INJURIES
PERSONS	1	0

------ PROPERTY LOSSES ------

NONE

------------------ PROBABLE CAUSES OF CASUALTIES ----------------

1. STRUCK BY TRAIN

```
                                        NATIONAL TRANSPORTATION SAFETY BOARD
                                              WASHINGTON, D.C. 20594
                                                                                                        81-0186
                                     BRIEF OF RAILROAD ACCIDENT #LAX81DR018

REPORTED BY:
     SOUTHERN PACIFIC TRANSP. CO.

          --------------LOCATION--------------     --TIME--      --DATE--      WEATHER      -------VISIBILITY-------

          MOUNTAIN VIEW, CALIFORNIA                1516 PST      02/09/81      CLEAR          DAY/2500 FT

TRAIN  -----------------RAILROAD----------------    --------CLASS---------    DIRECTION    -----OPERATING PHASE-----    ---TRACK/NO---

  1    SOUTHERN PACIFIC TRANSP. CO.                 PASSENGER COMMUTER           WEST       EN ROUTE                     MAIN      002

                    ++++++++++++++++++++++++++++++++++++ ACCIDENT DESCRIPTION ++++++++++++++++++++++++++++++++++++

                         TRAIN 1 STRUCK PERSON, RESULTING IN FATALITY.
                         SPEED OF TRAIN 1 WAS 060 MPH; ENGINEER WAS AWARE OF IMPENDING ACCIDENT; BRAKES
                    WERE APPLIED.

                    ++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++


------------------------ PROBABLE CAUSES ------------------------

1. FAILURE OF PERSON TO RECOGNIZE POSITION ON TRACK
   STRUCTURE/RIGHT-OF-WAY AS HAZARDOUS DUE TO ERROR IN JUDGEMENT
2. FAILURE OF PERSON TO VACATE POSITION ON RIGHT-OF-WAY DUE TO
   DISTRACTION BY OTHER EVENTS


   ---------------------- CASUALTIES ---------------------                          ------ PROPERTY LOSSES ------

                                             FATALITIES  INJURIES                              NONE

    PERSONS                                      1           0


------------------ PROBABLE CAUSES OF CASUALTIES ----------------

 1. STRUCK BY TRAIN
```

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

81-0205

BRIEF OF RAILROAD ACCIDENT #FTW81DR030

REPORTED BY:
SOUTHERN PACIFIC TRANSP. CO.

LOCATION	TIME	DATE	WEATHER	VISIBILITY
ORANGE, TEXAS	1158 CST	02/26/81	CLOUDY	DAY/0450 FT

TRAIN	RAILROAD	CLASS	DIRECTION	OPERATING PHASE	TRACK/NO	
1	SOUTHERN PACIFIC TRANSP. CO.	FREIGHT	EAST	EN ROUTE	MAIN	001

++++++++++++++++++++++++++++++++++++ ACCIDENT DESCRIPTION ++++++++++++++++++++++++++++++++++++

TRAIN 1 STRUCK PERSON, RESULTING IN FATALITY.

SPEED OF TRAIN 1 WAS 022 MPH; ENGINEER WAS AWARE OF IMPENDING ACCIDENT; BRAKES WERE APPLIED.

++

------------------------ PROBABLE CAUSES ------------------------

1. FAILURE OF PERSON TO DETECT APPROACHING TRAIN DUE TO USE OF INTOXICANTS
2. FAILURE OF PERSON TO VACATE POSITION ON TRACK STRUCTURE DUE TO USE OF INTOXICANTS

----------------------- CASUALTIES -----------------------

	FATALITIES	INJURIES
PERSONS	1	0

------ PROPERTY LOSSES ------

NONE

------------------ PROBABLE CAUSES OF CASUALTIES ----------------

1. STRUCK BY TRAIN

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

81-0206

BRIEF OF RAILROAD ACCIDENT #FTW81FR031

REPORTED BY:
SOUTHERN PACIFIC TRANSP. CO.

LOCATION	TIME	DATE	WEATHER	VISIBILITY
WINCHESTER, TEXAS	1430 CST	02/17/81	CLEAR	DAY/0900 FT

TRAIN	RAILROAD	CLASS	DIRECTION	OPERATING PHASE	TRACK/NO	
1	ATCHISON TOPEKA AND SANTA FE RY CO.	FREIGHT UNIT TRAIN	WEST	EN ROUTE	MAIN	001

ACCIDENT DESCRIPTION

TRAIN 1 STRUCK TRACTOR-TRAILER, RESULTING IN DERAILED LOCO , RESULTING IN DERAILED CARS.

SPEED OF TRAIN 1 WAS 018 MPH; ENGINEER WAS AWARE OF IMPENDING ACCIDENT; BRAKES WERE APPLIED. VISIBILITY WAS AFFECTED BY TRACK ALIGNMENT.

PROBABLE CAUSES

1. FAILURE OF PERSON TO VACATE POSITION ON RIGHT-OF-WAY DUE TO VEHICLE OPERATOR'S ERROR IN JUDGEMENT
2. HUMAN FAILURE - STOPPED ON TRACKS TO CHECK OVERHEAD CLEARANCE
3. DISTRACTION FROM OTHER EVENTS

CASUALTIES

NONE

PROPERTY LOSSES

RAILROAD	NON-RAILROAD
$ 181,000	$ 4,000

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

81-0214

BRIEF OF RAILROAD ACCIDENT #LAX81DR022

REPORTED BY:
SOUTHERN PACIFIC TRANSP. CO.

LOCATION	TIME	DATE	WEATHER	VISIBILITY
REDWOOD CITY, CALIFORNIA	0755 PST	03/07/81	CLEAR	DAY/2500 FT

TRAIN	RAILROAD	CLASS	DIRECTION	OPERATING PHASE	TRACK	NO
1	SOUTHERN PACIFIC TRANSP. CO.	PASSENGER COMMUTER	EAST	EN ROUTE	MAIN	001

ACCIDENT DESCRIPTION

TRAIN 1 STRUCK PERSON, RESULTING IN FATALITY.
SPEED OF TRAIN 1 WAS 045 MPH; ENGINEER WAS AWARE OF IMPENDING ACCIDENT; BRAKES WERE APPLIED.

PROBABLE CAUSES

1. FAILURE OF PERSON TO VACATE POSITION ON TRACK STRUCTURE DUE TO USE OF INTOXICANTS
2. FAILURE OF PERSON TO DETECT APPROACHING TRAIN DUE TO USE OF INTOXICANTS
3. FAILURE OF PERSON TO RECOGNIZE POSITION ON TRACK STRUCTURE/RIGHT-OF-WAY AS HAZARDOUS DUE TO USE OF INTOXICANTS

CASUALTIES

	FATALITIES	INJURIES
PERSONS	1	0

PROPERTY LOSSES

NONE

PROBABLE CAUSES OF CASUALTIES

1. STRUCK BY TRAIN

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

81-0228

BRIEF OF RAILROAD ACCIDENT #LAX81DR025

REPORTED BY:
SOUTHERN PACIFIC TRANSP. CO.

LOCATION	TIME	DATE	WEATHER	VISIBILITY
LIVERMORE, CALIFORNIA	1625 PST	03/16/81	CLEAR	DAY/6000 FT

TRAIN	RAILROAD	CLASS	DIRECTION	OPERATING PHASE	TRACK/NO	
1	SOUTHERN PACIFIC TRANSP. CO.	LOCAL FREIGHT	WEST	EN ROUTE	MAIN	001

ACCIDENT DESCRIPTION

TRAIN 1 STRUCK PERSON, RESULTING IN FATALITY.
SPEED OF TRAIN 1 WAS 035 MPH; ENGINEER WAS AWARE OF IMPENDING ACCIDENT; BRAKES WERE APPLIED.

PROBABLE CAUSES

1. FAILURE OF PERSON TO VACATE POSITION ON TRACK STRUCTURE DUE TO DISTRACTION BY OTHER EVENTS
2. FAILURE OF PERSON TO DETECT APPROACHING TRAIN DUE TO DISTRACTION BY OTHER EVENTS

CASUALTIES

	FATALITIES	INJURIES
PERSONS	1	0

PROPERTY LOSSES

NONE

PROBABLE CAUSES OF CASUALTIES

1. STRUCK BY TRAIN

BEST DOCUMENT AVAILABLE

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

81-0229

BRIEF OF RAILROAD ACCIDENT #LAX81DR026

REPORTED BY:
SOUTHERN PACIFIC TRANSP. CO.

LOCATION	TIME	DATE	WEATHER	VISIBILITY
PALO ALTO, CALIFORNIA	0132 PST	03/19/81	RAIN	DARK/0600 FT

TRAIN	RAILROAD	CLASS	DIRECTION	OPERATING PHASE	TRACK/NO	
1	SOUTHERN PACIFIC TRANSP. CO.	PASSENGER COMMUTER	EAST	EN ROUTE	MAIN	001

ACCIDENT DESCRIPTION

TRAIN 1 STRUCK PERSON, RESULTING IN FATALITY.

SPEED OF TRAIN 1 WAS 050 MPH; ENGINEER WAS AWARE OF IMPENDING ACCIDENT; BRAKES WERE APPLIED.

PROBABLE CAUSES

1. FAILURE OF PERSON TO VACATE POSITION ON TRACK STRUCTURE DUE TO USE OF INTOXICANTS
2. FAILURE OF PERSON TO RECOGNIZE POSITION ON TRACK STRUCTURE/RIGHT-OF-WAY AS HAZARDOUS DUE TO USE OF INTOXICANTS

CASUALTIES

	FATALITIES	INJURIES
PERSONS	1	0

PROPERTY LOSSES

NONE

PROBABLE CAUSES OF CASUALTIES

1. STRUCK BY TRAIN

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

81-0231

BRIEF OF RAILROAD ACCIDENT #SEA81IR020

REPORTED BY:
SOUTHERN PACIFIC TRANSP. CO.

LOCATION	TIME	DATE	WEATHER	VISIBILITY
CALIMUS, OREGON	0350 PST	03/19/81	SNOW	DARK/0500 FT

TRAIN	RAILROAD	CLASS	DIRECTION	OPERATING PHASE	TRACK/NO	
1	SOUTHERN PACIFIC TRANSP. CO.	FREIGHT	NORTH	EN ROUTE	MAIN	001

++++++++++++++++++++++++++++++++++++ ACCIDENT DESCRIPTION ++++++++++++++++++++++++++++++++++++

TRAIN 1 STRUCK EMPLOYEE, RESULTING IN FATALITY.
SPEED OF TRAIN 1 WAS 038 MPH; ENGINEER WAS AWARE OF IMPENDING ACCIDENT; BRAKES WERE APPLIED.

+++

------------------------ PROBABLE CAUSES ------------------------

1. HUMAN FAILURE - HAD TO HURRY ACROSS TRACK TO INSPECT TRAIN
2. USE OF INTOXICANTS

CASUALTIES	FATALITIES	INJURIES
EMPLOYEES ON DUTY	1	0

------ PROPERTY LOSSES ------

NONE

------------------ PROBABLE CAUSES OF CASUALTIES ----------------

1. STRUCK BY TRAIN

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

81-0236

BRIEF OF RAILROAD ACCIDENT #FTW81FR032

REPORTED BY:
SOUTHERN PACIFIC TRANSP. CO.

--------------LOCATION--------------	--TIME--	--DATE--	WEATHER	-------VISIBILITY-------
MARFA, TEXAS	0115 CST	03/12/81	CLOUDY	DARK/0900 FT

TRAIN	----------------RAILROAD---------------	-------CLASS--------	DIRECTION	-----OPERATING PHASE-----	---TRACK/NO---	
1	SOUTHERN PACIFIC TRANSP. CO.	FREIGHT	EAST	EN ROUTE	MAIN	001

++++++++++++++++++++++++++++++++++ ACCIDENT DESCRIPTION ++++++++++++++++++++++++++++++++++

TRAIN 1 DERAILED, RESULTING IN DERAILED CARS.
SPEED OF TRAIN 1 WAS 045 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT.

++

------------------------ PROBABLE CAUSES ------------------------

1. BROKEN COUPLER SHANK
2. FAILURE OF COUPLER SHANK - OLD BREAK AND PROGRESSIVE FATIGUE FAILURE

---------------------- CASUALTIES ---------------------

NONE

------ PROPERTY LOSSES ------

RAILROAD	NON-RAILROAD
$ 307,000	$ 0

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

81-0241

BRIEF OF RAILROAD ACCIDENT #LAX81FR029

REPORTED BY:
SOUTHERN PACIFIC TRANSP. CO.

--------------LOCATION--------------	--TIME--	--DATE--	WEATHER	--------VISIBILITY-------
HOTLUM, CALIFORNIA	1935 PST	03/25/81	SNOW	DARK/0500 FT

TRAIN	----------------RAILROAD----------------	--------CLASS--------	DIRECTION	-----OPERATING PHASE-----	---TRACK/NO---
1	SOUTHERN PACIFIC TRANSP. CO.	FREIGHT	EAST	EN ROUTE	MAIN

++++++++++++++++++++++++++++++++++ ACCIDENT DESCRIPTION ++++++++++++++++++++++++++++++++++

CARGOSHIFTED; TRAIN 1 DERAILED, RESULTING IN DERAILED CARS.
SPEED OF TRAIN 1 WAS 032 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT.

++

------------------------ PROBABLE CAUSES ------------------------

1. FAILURE OF CARGO - SHIFTED; CAR TRUCK NOT ABLE TO TRAVERSE CURVE
2. IMPROPERLY SECURED CARGO

----------------------- CASUALTIES ---------------------

NONE

------ PROPERTY LOSSES ------

RAILROAD	NON-RAILROAD
$ 335,000	$ 0

BEST DOCUMENT AVAILABLE

105

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

81-0244

BRIEF OF RAILROAD ACCIDENT #LAX81FR027

REPORTED BY:
SOUTHERN PACIFIC TRANSP. CO.

LOCATION	TIME	DATE	WEATHER	VISIBILITY
DRAGOON, ARIZONA	0540 MST	03/21/81	CLEAR	DAWN OR DUSK/1000 FT

TRAIN	RAILROAD	CLASS	DIRECTION	OPERATING PHASE	TRACK/NO	
1	SOUTHERN PACIFIC TRANSP. CO.	FREIGHT	WEST	EN ROUTE	MAIN	001

++++++++++++++++++++++++++++++++++++ ACCIDENT DESCRIPTION ++++++++++++++++++++++++++++++++++++

TRAIN 1 DERAILED, RESULTING IN DERAILED CARS , RESULTING IN PUNCTURE OF TANK CARS , RESULTING IN RELEASE OF TOXIC AGENTS.

SPEED OF TRAIN 1 WAS 067 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT.

++

------------------------ PROBABLE CAUSES ------------------------

1. PROCEDURAL FAILURE - EXCESSIVE SPEED ON 6 DEGREE CURVE
2. FAILURE TO PERFORM PROCEDURE PRESCRIBED BY RR TIMETABLE SPECIAL INSTRUCTION #1

---------------------- CASUALTIES ---------------------

NONE

------ PROPERTY LOSSES ------

RAILROAD	NON-RAILROAD
$ 674,000	$ 0

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

81-0248

BRIEF OF RAILROAD ACCIDENT #LAX81DR032

REPORTED BY:
SOUTHERN PACIFIC TRANSP. CO.

LOCATION	TIME	DATE	WEATHER	VISIBILITY
LICK, CALIFORNIA	0755 PST	03/30/81	CLEAR	DAY/5000 FT

TRAIN	RAILROAD	CLASS	DIRECTION	OPERATING PHASE	TRACK/NO
1	SOUTHERN PACIFIC TRANSP. CO.	FREIGHT	WEST	EN ROUTE	MAIN 002

ACCIDENT DESCRIPTION

TRAIN 1 STRUCK PERSON, RESULTING IN FATALITY.
SPEED OF TRAIN 1 WAS 030 MPH; ENGINEER WAS AWARE OF IMPENDING ACCIDENT; BRAKES WERE APPLIED.

PROBABLE CAUSES

1. FAILURE OF PERSON TO VACATE POSITION ON TRACK STRUCTURE DUE TO ERROR IN JUDGEMENT

CASUALTIES

	FATALITIES	INJURIES
PERSONS	1	0

PROPERTY LOSSES

NONE

PROBABLE CAUSES OF CASUALTIES

1. STRUCK BY TRAIN

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

81-0144

BRIEF OF RAILROAD ACCIDENT #DCA81DR015

REPORTED BY:
SOUTHERN RY CO.

LOCATION	TIME	DATE	WEATHER	VISIBILITY
CULPEPER, VIRGINIA	0235 EST	01/22/81	CLEAR	DARK/0170 FT

TRAIN	RAILROAD	CLASS	DIRECTION	OPERATING PHASE	TRACK/NO	
1	SOUTHERN RY CO.	FREIGHT	NORTH	EN ROUTE	MAIN	002

ACCIDENT DESCRIPTION

TRAIN 1 STRUCK PERSON, RESULTING IN FATALITY.

SPEED OF TRAIN 1 WAS 033 MPH; ENGINEER WAS AWARE OF IMPENDING ACCIDENT; BRAKES WERE APPLIED. VISIBILITY WAS AFFECTED BY TRACK ALIGNMENT.

PROBABLE CAUSES

1. FAILURE OF PERSON TO VACATE POSITION ON TRACK STRUCTURE DUE TO ILLNESS

CASUALTIES

	FATALITIES	INJURIES
PERSONS	1	0

PROPERTY LOSSES

NONE

PROBABLE CAUSES OF CASUALTIES

1. STRUCK BY TRAIN

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

81-0150

BRIEF OF RAILROAD ACCIDENT #ATL81DR017

REPORTED BY:
SOUTHERN RY CO.

LOCATION	TIME	DATE	WEATHER	VISIBILITY
TUSCALOOSA, ALABAMA	2350 CST	01/23/81	CLEAR	DARK/0800 FT

TRAIN	RAILROAD	CLASS	DIRECTION	OPERATING PHASE	TRACK/NO	
1	SOUTHERN RY CO.	FREIGHT	SOUTH	EN ROUTE	MAIN	001

ACCIDENT DESCRIPTION

TRAIN 1 STRUCK PERSON, RESULTING IN FATALITY.
SPEED OF TRAIN 1 WAS 032 MPH; ENGINEER WAS AWARE OF IMPENDING ACCIDENT; BRAKES WERE APPLIED.

PROBABLE CAUSES

1. FAILURE OF PERSON TO DETECT APPROACHING TRAIN

CASUALTIES

	FATALITIES	INJURIES
PERSONS	1	0

PROPERTY LOSSES

NONE

PROBABLE CAUSES OF CASUALTIES

1. STRUCK BY TRAIN

BEST DOCUMENT AVAILABLE

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

81-0154

BRIEF OF RAILROAD ACCIDENT #FTW81DR023

REPORTED BY:
ST. LOUIS SOUTHWESTERN RY CO.

LOCATION	TIME	DATE	WEATHER	VISIBILITY
ALTHEIMER, ARKANSAS	1340 CST	01/23/81	CLEAR	DAY/0800 FT

TRAIN	RAILROAD	CLASS	DIRECTION	OPERATING PHASE	TRACK/NO	
1	ST. LOUIS SOUTHWESTERN RY CO.	FREIGHT	NORTH	EN ROUTE	MAIN	002

ACCIDENT DESCRIPTION

TRAIN 1 STRUCK PERSON, RESULTING IN FATALITY.

SPEED OF TRAIN 1 WAS 040 MPH; ENGINEER WAS AWARE OF IMPENDING ACCIDENT; BRAKES WERE APPLIED. VISIBILITY WAS AFFECTED BY TRACK ALIGNMENT.

PROBABLE CAUSES

1. FAILURE OF PERSON TO DETECT APPROACHING TRAIN DUE TO PHYSICAL DISABILITY
2. FAILURE OF PERSON TO VACATE POSITION ON TRACK STRUCTURE

CASUALTIES

	FATALITIES	INJURIES
PERSONS	1	0

PROPERTY LOSSES

NONE

PROBABLE CAUSES OF CASUALTIES

1. STRUCK BY TRAIN

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

81-0174

BRIEF OF RAILROAD ACCIDENT #ATL81DR020

REPORTED BY:
SOUTHERN RY CO.

---------------LOCATION---------------	--TIME--	--DATE--	WEATHER	--------VISIBILITY--------
BIRMINGHAM, ALABAMA	UNKN EST	02/08/81	CLEAR	DARK/UNKNOWN

TRAIN	----------------RAILROAD----------------	--------CLASS--------	DIRECTION	-----OPERATING PHASE-----	---TRACK/NO---	
1	SOUTHERN RY CO.	UNKNOWN	UNKWN	UNKNOWN	MAIN	001

++++++++++++++++++++++++++++++++++ ACCIDENT DESCRIPTION ++++++++++++++++++++++++++++++++++

TRAIN 1 STRUCK PERSON, RESULTING IN FATALITY.
SPEED OF TRAIN 1 IS UNKNOWN.

++

------------------------ PROBABLE CAUSES ------------------------

1. FAILURE OF PERSON TO VACATE POSITION ON RIGHT-OF-WAY DUE TO USE OF INTOXICANTS

----------------------- CASUALTIES ---------------------

	FATALITIES	INJURIES
PERSONS	1	0

------ PROPERTY LOSSES ------

NONE

------------------ PROBABLE CAUSES OF CASUALTIES ----------------

1. STRUCK BY TRAIN

111

BEST DOCUMENT AVAILABLE

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

81-0187

BRIEF OF RAILROAD ACCIDENT #FTW81DR027

REPORTED BY:
SOUTHERN RY CO.

LOCATION	TIME	DATE	WEATHER	VISIBILITY
SLIDELL, LOUISIANA	1835 CST	02/19/81	CLEAR	DAY/1000 FT

TRAIN	RAILROAD	CLASS	DIRECTION	OPERATING PHASE	TRACK/NO	
1	AMTRAK	PASSENGER	SOUTH	EN ROUTE	MAIN	001

ACCIDENT DESCRIPTION

TRAIN 1 STRUCK PERSON, RESULTING IN FATALITY.
SPEED OF TRAIN 1 WAS 078 MPH; ENGINEER WAS AWARE OF IMPENDING ACCIDENT; BRAKES WERE APPLIED.

PROBABLE CAUSES

1. HUMAN FAILURE - RAN ACROSS TRACKS TO CATCH CAR POOL
2. ERROR IN JUDGEMENT

CASUALTIES

	FATALITIES	INJURIES
PERSONS	1	0

PROPERTY LOSSES

NONE

PROBABLE CAUSES OF CASUALTIES

1. STRUCK BY TRAIN

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

81-0194

BRIEF OF RAILROAD ACCIDENT #ATL81DR023

REPORTED BY:
SOUTHERN RY CO.

LOCATION	TIME	DATE	WEATHER	VISIBILITY
PELL CITY, ALABAMA	1430 CST	02/21/81	CLEAR	DAY/2000 FT

TRAIN	RAILROAD	CLASS	DIRECTION	OPERATING PHASE	TRACK/NO	
1	SOUTHERN RY CO.	FREIGHT	EAST	EN ROUTE	MAIN	001

++++++++++++++++++++++++++++++++++++ ACCIDENT DESCRIPTION ++++++++++++++++++++++++++++++++++++

TRAIN 1 STRUCK PERSON, RESULTING IN FATALITY.

SPEED OF TRAIN 1 WAS 035 MPH; ENGINEER WAS AWARE OF IMPENDING ACCIDENT; BRAKES WERE APPLIED.

++

PROBABLE CAUSES

1. FAILURE OF PERSON TO VACATE POSITION ON TRACK STRUCTURE DUE TO USE OF INTOXICANTS

CASUALTIES

	FATALITIES	INJURIES
PERSONS	1	0

PROPERTY LOSSES

NONE

PROBABLE CAUSES OF CASUALTIES

1. STRUCK BY TRAIN

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

81-0152

BRIEF OF RAILROAD ACCIDENT #SEA81DR013

REPORTED BY:
UNION PACIFIC RR

LOCATION	TIME	DATE	WEATHER	VISIBILITY
FAIRVIEW, OREGON	1222 PST	01/24/81	CLOUDY	DAY/0500 FT

TRAIN	RAILROAD	CLASS	DIRECTION	OPERATING PHASE	TRACK/NO	
1	AMTRAK	PASSENGER	EAST	EN ROUTE	MAIN	001

ACCIDENT DESCRIPTION

TRAIN 1 STRUCK PERSON, RESULTING IN FATALITY.
SPEED OF TRAIN 1 WAS 060 MPH; ENGINEER WAS AWARE OF IMPENDING ACCIDENT; BRAKES WERE APPLIED. VISIBILITY WAS AFFECTED BY TRACK ALIGNMENT.

PROBABLE CAUSES

1. FAILURE OF PERSON TO VACATE POSITION ON TRACK STRUCTURE DUE TO LACK OF EXPERIENCE
2. FAILURE OF PERSON TO DETECT APPROACHING TRAIN DUE TO LACK OF EXPERIENCE
3. FAILURE OF PERSON TO RECOGNIZE POSITION ON TRACK STRUCTURE/RIGHT-OF-WAY AS HAZARDOUS DUE TO LACK OF EXPERIENCE

CASUALTIES

	FATALITIES	INJURIES
PUBLIC ON RR PROPERTY	1	0

PROPERTY LOSSES

NONE

PROBABLE CAUSES OF CASUALTIES

1. STRUCK BY TRAIN

NATIONAL TRANSPORTATION SAFETY BOARD
Washington, D.C. 20594

81-175

Reported by: UNION PACIFIC RAILROAD

Brief of Railroad No.: DEN81FR017

Location:	Time:	Date:	Weather:	Visibility:
HENDERSON, COLORADO	0740 MST	2/5/81	CLEAR	DAY/5280 FT.

Train:	Railroad:	Class:	Direction:	Operating Phase:	Track No.:
1	UNION PACIFIC RAILROAD	FREIGHT	WEST	ENROUTE	#1
2					
3					

Accident Description: TRAIN 1 DERAILED RESULTING IN DERAILED CARS. DERAILED EQUIPMENT STRUCK BUILDING NOT ON RR PROPERTY RESULTING IN SUBSTANTIAL NON-RR PROPERTY DAMAGE. SPEED OF TRAIN WAS 50 MPH.

Probable Cause:
1. BROKEN WHEEL
2. OVERHEATED WHEEL RIM
3.

Other Factors:
1.
2.
3.

Fatalities:	Number:	Description:	Injuries:	Number:	Description:

Probable Cause of Casualty:
1.
2.
3.

Property Losses:
Railroad: $409,000
Non-Railroad: $ 10,000

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

81-0215

BRIEF OF RAILROAD ACCIDENT #LAX81DR023

REPORTED BY:
UNION PACIFIC RR

LOCATION	TIME	DATE	WEATHER	VISIBILITY
POMONA, CALIFORNIA	0425 PST	03/07/81	CLEAR	DARK/0400 FT

TRAIN	RAILROAD	CLASS	DIRECTION	OPERATING PHASE	TRACK/NO	
1	UNION PACIFIC RR	FREIGHT	WEST	EN ROUTE	MAIN	001

ACCIDENT DESCRIPTION

TRAIN 1 STRUCK PERSON, RESULTING IN FATALITY.
SPEED OF TRAIN 1 WAS 060 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT.

PROBABLE CAUSES

1. FAILURE OF PERSON TO VACATE POSITION ON TRACK STRUCTURE
2. FAILURE OF PERSON TO RECOGNIZE POSITION ON TRACK STRUCTURE/RIGHT-OF-WAY AS HAZARDOUS

CASUALTIES

	FATALITIES	INJURIES
PERSONS	1	0

PROPERTY LOSSES

NONE

PROBABLE CAUSES OF CASUALTIES

1. STRUCK BY TRAIN

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

81-0223

BRIEF OF RAILROAD ACCIDENT #LAX81DR024

REPORTED BY:
UNION PACIFIC RR

LOCATION	TIME	DATE	WEATHER	VISIBILITY
VERNON, CALIFORNIA	1345 PST	03/14/81	CLEAR	DAY/5000 FT

TRAIN	RAILROAD	CLASS	DIRECTION	OPERATING PHASE	TRACK/NO
1	UNION PACIFIC RR	LOCAL FREIGHT	WEST	EN ROUTE	BRANCH 001

ACCIDENT DESCRIPTION

TRAIN 1 STRUCK PERSON, RESULTING IN FATALITY.
SPEED OF TRAIN 1 WAS 020 MPH; ENGINEER WAS AWARE OF IMPENDING ACCIDENT; BRAKES WERE APPLIED.

PROBABLE CAUSES

1. FAILURE OF PERSON TO VACATE POSITION ON TRACK STRUCTURE
2. FAILURE OF PERSON TO RECOGNIZE POSITION ON TRACK STRUCTURE/RIGHT-OF-WAY AS HAZARDOUS

CASUALTIES

	FATALITIES	INJURIES
PERSONS	1	0

PROPERTY LOSSES

NONE

PROBABLE CAUSES OF CASUALTIES

1. STRUCK BY TRAIN

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

81-0243

BRIEF OF RAILROAD ACCIDENT #LAX81FR030

REPORTED BY:
UNION PACIFIC RR

LOCATION	TIME	DATE	WEATHER	VISIBILITY
CALIENTE, NEVADA	2145 MST	03/26/81	CLOUDY	DARK/0600 FT

TRAIN	RAILROAD	CLASS	DIRECTION	OPERATING PHASE	TRACK/NO	
1	UNION PACIFIC RR	FREIGHT UNIT TRAIN	WEST	MOVING ON SIDING	SIDING	001
2	UNION PACIFIC RR	FREIGHT UNIT TRAIN	EAST	EN ROUTE	MAIN	001

ACCIDENT DESCRIPTION

TRAIN 1 DERAILED, RESULTING IN DERAILED EQUIP. OBSTRUCTING ADJ. TRACK; TRAIN 2 STRUCK SIDE OF DERAILED EQUIPMENT, RESULTING IN INJURIES , RESULTING IN MINOR INJURIES.

SPEED OF TRAIN 1 WAS 008 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT; BRAKES WERE APPLIED. SPEED OF TRAIN 2 WAS 020 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT; BRAKES WERE APPLIED. VISIBILITY WAS AFFECTED BY TRACK ALIGNMENT.

PROBABLE CAUSES

1. DAMAGE TO RAIL FROM EXCESSIVE TRAIN BUFF FORCES
2. DAMAGE TO RAIL FROM IMPROPER USE OF BRAKES

CASUALTIES

	FATALITIES	INJURIES
EMPLOYEES NOT ON DUTY	0	2

PROPERTY LOSSES

RAILROAD	NON-RAILROAD
$ 654,000	$ 0

PROBABLE CAUSES OF CASUALTIES

1. THROWN FROM SEAT/POSITION IN COLLISION/DERAILMENT

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

81-0138

BRIEF OF RAILROAD ACCIDENT #LAX81DR014

REPORTED BY:
WESTERN PACIFIC RR CO.

LOCATION	TIME	DATE	WEATHER	VISIBILITY
SACRAMENTO, CALIFORNIA	0315 PST	01/17/81	CLOUDY	DARK/0300 FT

TRAIN	RAILROAD	CLASS	DIRECTION	OPERATING PHASE	TRACK/NO	
1	WESTERN PACIFIC RR CO.	FREIGHT	EAST	EN ROUTE	MAIN	001

ACCIDENT DESCRIPTION

TRAIN 1 STRUCK PERSON, RESULTING IN FATALITY.
SPEED OF TRAIN 1 WAS 015 MPH; ENGINEER WAS AWARE OF IMPENDING ACCIDENT; BRAKES WERE APPLIED.

PROBABLE CAUSES

1. FAILURE OF PERSON TO VACATE POSITION ON TRACK STRUCTURE DUE TO USE OF INTOXICANTS

CASUALTIES

	FATALITIES	INJURIES
PERSONS	1	0

PROPERTY LOSSES

NONE

PROBABLE CAUSES OF CASUALTIES

1. STRUCK BY TRAIN

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

81-0213

BRIEF OF RAILROAD ACCIDENT #LAX81FR020

REPORTED BY:
WESTERN PACIFIC RR CO.

--------------LOCATION--------------	--TIME--	--DATE--	WEATHER	-------VISIBILITY-------
QUINCY, CALIFORNIA	1200 PST	03/05/81	CLEAR	DAY/2000 FT

TRAIN	----------------RAILROAD----------------	-------CLASS--------	DIRECTION	-----OPERATING PHASE-----	---TRACK/NO---
1	WESTERN PACIFIC RR CO.	FREIGHT	EAST	EN ROUTE	MAIN

++++++++++++++++++++++++++++++++++ ACCIDENT DESCRIPTION ++++++++++++++++++++++++++++++++++

TRAIN 1 DERAILED, RESULTING IN DERAILED CARS.
SPEED OF TRAIN 1 WAS 025 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT.

+++

----------------------- PROBABLE CAUSES -----------------------

1. PROBABLE CAUSE UNDETERMINED - TIPPED OUTER RAIL IN 8 DEGREE CURVE

---------------------- CASUALTIES ---------------------

NONE

------ PROPERTY LOSSES ------

RAILROAD	NON-RAILROAD
$ 190,000	$ 0

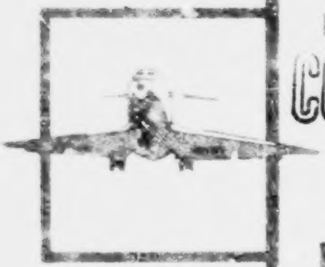
* U. S. GOVERNMENT PRINTING OFFICE : 1982 381-828/346

BEST DOCUMENT AVAILABLE

TD1 12/5 84/02

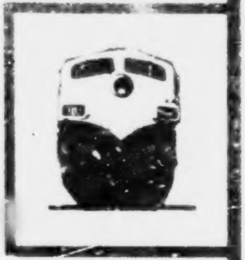
PB84-917202

COMPLETED



NATIONAL TRANSPORTATION SAFETY BOARD

ORIGINAL

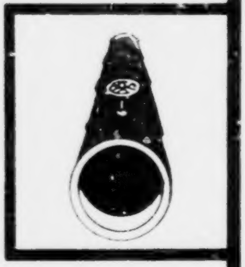


WASHINGTON, D.C. 20594

RAILROAD ACCIDENT REPORTS

BRIEF FORMAT
ISSUE NUMBER 4--1982

NTSB/RAB-84/02



UNITED STATES GOVERNMENT

TECHNICAL REPORT DOCUMENTATION PAGE

1. Report No. NTSB/RAB-84/02	2. Government Accession No. PB84-917202	3. Recipient's Catalog No.

4. Title and Subtitle

Railroad Accident Report
Brief Format, Issue Number 4, 1982

5. Report Date

6. Performing Organization Code

7. Author(s)

8. Performing Organization Report No.

9. Performing Organization Name and Address

National Transportation Safety Board
Bureau of Accident Investigation
Washington, D.C. 20594

10. Work Unit No.

11. Contract or Grant No.

13. Type of Report and Period Covered
26 U. S. Railroad Accidents occurring between 9/30/82 and 12/31/82 and some from prior quarters

12. Sponsoring Agency Name and Address

NATIONAL TRANSPORTATION SAFETY BOARD
Washington, D. C. 20594

14. Sponsoring Agency Code

15. Supplementary Notes

16. Abstract

This publication contains briefs of selected railroad accidents occurring in U.S. Railroad operations during calendar 1981. The brief format presents basic facts, conditions, circumstances, and probable cause(s) in each instance. Additional statistical information is tablulated by types of accidents and casualties related to types of accidents, carriers involved, and causal factors.

Sequence Numbers:

79-111
79-327
81-382
82-311 through 313

83-1 through 5
83-9 through 11
83-13 through 17
83-19
83-21 through 24
83-26
83-27

17. Key Words

Railroad Accident; Common Carrier; Probable Cause; Improper Operations Procedure; Collision; Derailment; Impending Accident; Train Speed; Failure of Person; Failure of Component; Causal Factor

18. Distribution Statement
This document is available through the National Technical Information Service, Springfield, Virginia 22161.

19. Security Classification (of this report) UNCLASSIFIED	20. Security Classification (of this page) UNCLASSIFIED	21. No. of Pages 40	22. Price

NTSB Form 1765.2 (Rev. 9/74)

FOREWORD

The National Transportation Safety Board is an independent Federal agency that serves as the overseer of safety in railroad, highway, pipeline, marine, and civil aviation transportation. The Safety Board was created by the Transportation Act of 1966 at which time it functioned as an autonomous agency under the Department of Transportation. In 1974, Congress enacted the Independent Safety Board Act which established the Safety Board as a totally independent agency of the Federal Government and broadened the Board's investigative role in the surface modes of transportation.

Under the Independent Safety Board Act, the Board has the authority to investigate, determine the facts, conditions, circumstances, and probable cause(s) of accidents, issue safety recommendations, conduct special studies on transportation safety, assess techniques of accident investigation, evaluate effectiveness of other government agencies with respect to transportation safety, and evaluate the adequacy of safeguards and procedures for transporting hazardous materials.

In accordance with the provisions of the Independent Safety Board Act of 1974, the NTSB has determined the probable cause of the accidents reported herein.

This publication contains the reports of 26 U.S. railroad accidents arranged in alphabetical order by railroad company name and tabulations of selected accident information including (1) types of accidents by carrier, (2) types of accidents by state, (3) casualties by types of accident and classes of persons, and (4) causal factors arranged by categories, types and numbers of accidents. These brief format reports are published quarterly on a calendar year basis and mostly include summaries of field investigations conducted by the Board's former eight railroad field offices and the District of Columbia. (See figure 1.) As of January 8, 1982 there were seven railroad field offices; as of April 2, 1982 there are four railroad field offices. The briefs also contain data extracted from reports of investigations of major accidents which may be distinguished from the field investigations by the reference to the published National Transportation Safety Board major accident report under the probable cause section.

Care should be taken in interpreting the data contained in the five tables as they reflect only a three-month period and thus do not reflect an accurate long-term statistical distribution. At the end of each calendar year, an annual review of railroad accident data is published which contains tables and graphs compiled from that year's accident data.

These Briefs are summaries of reports of the National Transportation Safety Board and are thereby subject to the limitation of 49 USC 1903(c):

> No part of any report or reports of the Board, relating to any accident or the investigation thereof, shall be admitted as evidence or used in any suit or action for damages growing out of any matter mentioned in such report or reports.

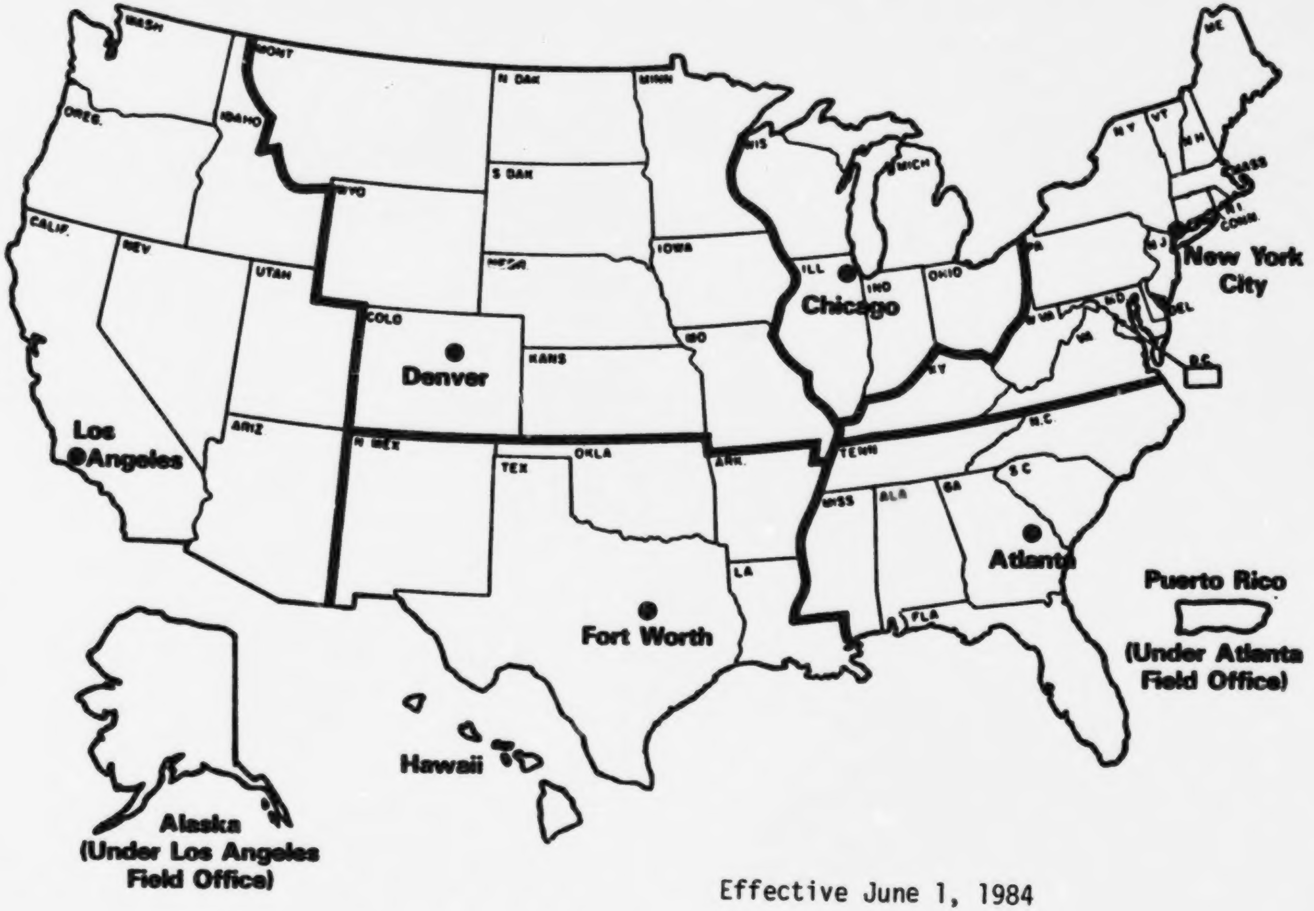
BEST COPY AVAILABLE

For those readers who wish more detailed information, the original factual reports for both field and major accidents are on file in the Washington, D.C., office of the National Transportation Safety Board and may be examined. These reports will be reproduced for a fee covering reproduction cost and postage. Orders for material also are subject to a user charge by the Board for special services, and such charge will be included in the bill.

Requests for reproduction should be forwarded to:

National Transportation Safety Board
Public Inquiries Section
Washington, D.C. 20594

National Transportation Safety Board
Railroad Field Offices


WASH
OREG.
CALIF.
NEV
IDAHO
MONT
WYO
UTAH
ARIZ
COLO
N MEX
N DAK
S DAK
NEBR
KANS
OKLA
TEX
MINN
IOWA
MO
ARK
LA
WIS
ILL
MICH
IND
OHIO
KY
TENN
MISS
ALA
GA
FLA
S C
N.C.
VA
W VA
MD
DEL
D.C.
PA
N J
N Y
VT
N H
ME
MASS
CONN
R I
Los Angeles
Denver
Fort Worth
Chicago
Atlanta
New York City
Puerto Rico
(Under Atlanta Field Office)
Hawaii
Alaska
(Under Los Angeles Field Office)

Effective June 1, 1984

Figure 1

TABLE OF CONTENTS

FOREWORD ii

TABLE OF CONTENTS v

EXPLANATORY NOTES vi

STATISTICAL TABLES:

1. Accidents by Type and Railroad 1
2. Accidents by Type and State 2
3. Casualties by Type of Accident and Class of Person 3
4. Casual Factors by Accident Type 4
5. Causal Factors by Major Category and Accident Type 7

REPORTS OF ACCIDENTS 8-33

BEST COPY AVAILABLE

EXPLANATORY NOTES

Scope

The accidents included herein are those occurrences incidental to railroad operations which fall within the scope of Section 304 of the Independent Safety Board Act of 1974. As provided in that Section, the Board investigates and determines facts, conditions, circumstances, and probable cause of any railroad accident in which there is a fatality or substantial property damage, or which involves a passenger train. The following definitions, as set forth in Part 840 of the National Transportation Safety Board's regulations (49 CFR 840), effective April 1, 1976, and as amended August 14, 1980, are applicable.

Railroad - 840.2(a)

"Railroad" means any system of surface transportation of persons or property over rails. It includes, but is not limited to, line-haul freight and passenger-carrying railroads, and rapid transit, commuter, scenic, subway and elevated railways.

Accident - 840.2(b)

"Accident" means any collision, derailment, or explosion involving railroad trains, locomotives, and cars; or any other loss-causing event involving the operation of such railroad equipment that results in a fatality or the emergency evacuation of persons.

Joint Operations - 840.2(c)

"Joint Operations" means rail operations conducted on a track used jointly or in common by two or more railroads subject to this part, or operation of a train, locomotive, or car by one railroad over the track of another railroad.

Fatality 840.2(d)

"Fatality" means the death of a person either at the time an accident occurs or within 24 hours thereafter.

Substantial Damage - 840.3

"Substantial Damage" in nonfatal railroad accidents is defined as follows:

1. Damage of $150,000 or more to railroad and nonrailroad property; or
2. All accidents involving passenger trains.

COPY AVAILABLE

Causes and Other Factors

In determining probable cause(s) of an accident, all facts, conditions, and circumstances are considered. The object is to ascertain those cause-effect relationships in the accident sequence about which action may be taken to prevent recurrence. Accordingly, for statistical purposes, where two or more causes or contributing factors exist in an accident, each is recorded with no attempt to establish a primary cause or factor. Therefore, in the causal factor tables, the figures shown may exceed the total number of accidents.

BEST COPY AVAILAB

TABLE 1:

ACCIDENTS BY REPORTING RAILROAD AND TYPE

(FIGURES BELOW REPRESENT A 3 MONTH PERIOD)

REPORTING RAILROAD	COLLISION	DERAILMENT	EMPLOYEE FATALITY	PERSONAL FATALITY	GRADE CROSSING	TOTAL	HAZ. MAT. (1) INVOLVED
AMTRAK	0	0	0	1	0	1	0
ATCHISON TOPEKA AND SANTA FE RY CO.	1	2	1	0	0	4	0
BURLINGTON NORTHERN INC.	0	1	2	0	0	3	1
KANSAS CITY SOUTHERN RY CO.	0	1	0	0	0	1	0
MISSOURI PACIFIC RR CO.	1	0	0	0	1	2	0
NEW YORK CITY TRANSIT AUTHORITY	0	1	1	0	0	2	0
NORFOLK AND WESTERN RY CO.	0	1	0	0	0	1	0
SEABOARD COAST LINE RR	0	1	0	0	0	1	0
SOUTHERN PACIFIC TRANSP. CO.	0	2	0	0	0	2	1
UNION PACIFIC RR	0	0	1	0	0	1	0
BALTIMORE & OHIO RR CO.	0	1	0	0	0	1	0
LOUISVILLE & NASHVILLE RR	0	0	1	0	0	1	0
TOTAL	2	10	6	1	1	20	2

BEST COPY AVAILABLE

(1) NOT INCLUDED IN TOTAL RAILROAD ACCIDENTS/INCIDENTS INVESTIGATED

TABLE 2:

ACCIDENTS BY STATE AND TYPE

(FIGURES BELOW REPRESENT A 3 MONTH PERIOD)

STATE	COLLISION	DERAILMENT	EMPLOYEE FATALITY	PERSONAL FATALITY	GRADE CROSSING	TOTAL	HAZ. MAT. (1) INVOLVED
ARKANSAS	1	0	0	0	0	1	0
CALIFORNIA	1	1	1	0	0	3	0
COLORADO	0	2	0	0	0	2	0
GEORGIA	0	0	1	0	0	1	0
ILLINOIS	0	0	1	0	1	2	0
KANSAS	0	1	0	0	0	1	1
LOUISIANA	0	1	0	0	0	1	0
NEBRASKA	0	0	1	0	0	1	0
NEW JERSEY	0	0	0	1	0	1	0
NEW YORK	0	1	1	0	0	2	0
NORTH CAROLINA	0	1	0	0	0	1	0
NORTH DAKOTA	0	1	0	0	0	1	0
TEXAS	0	1	0	0	0	1	1
WEST VIRGINIA	0	1	0	0	0	1	0
WYOMING	0	0	1	0	0	1	0
TOTAL	2	10	6	1	1	20	2

(1) NOT INCLUDED IN TOTAL RAILROAD ACCIDENTS/INCIDENTS INVESTIGATED

BLANK PAGE

BLANK PAGE

BLANK PAGE

TABLE: 3

CASUALITIES BY CLASS OF PERSON AND ACCIDENT TYPE

(FIGURES BELOW REPRESENT A 3 MONTH PERIOD)

	COLLISION	DERAILMENT	PERSONAL CASUALITY	GRADE CROSSING	TOTAL
RAILROAD EMPLOYEES					
FATALITIES.....	2	0	6	1	9
INJURIES.......	1	0	0	0	1
PASSENGERS					
FATALITIES.....	0	0	1	0	1
INJURIES.......	0	0	0	0	0
GENERAL PUBLIC					
FATALITIES.....	0	0	0	1	1
INJURIES.......	0	0	0	0	0

NOTE: 'GENERAL PUBLIC' CONSISTS OF ALL PERSONS WHO ARE NEITHER RAILROAD EMPLOYEES NOR PASSENGERS, INCLUDING BUT NOT LIMITED TO PERSONS ON OFFICIAL BUSINESS ON THE RAILROAD, EMERGENCY FORCES, AND MEMBERS OF THE PUBLIC NOT ON RAILROAD PROPERTY

TABLE: 4

CAUSAL FACTORS BY ACCIDENT TYPE

(FIGURES BELOW REPRESENT A 3 MONTH PERIOD)

	COLLISION	DERAILMENT	EMPLOYEE FATALITY	PERSONAL FATALITY	GRADE CROSSING	TOTAL
COMPONENT FAILURES:						
FAILURE OF TRACK GEOMETRY DUE TO NORMAL DETERIORATION/WEAR	0	1	0	0	0	1
FAILURE OF TRUCKS DUE TO NORMAL DETERIORATION/WEAR	0	1	0	0	0	1
FAILURE OF LOCOMOTIVE CONTROLS AND DRIVE DUE TO UNUSUAL DETERIORATION/WEAR	0	1	0	0	0	1
BROKEN RAIL	0	1	0	0	0	1
BROKEN TRUCKS	0	2	0	0	0	2
BROKEN WHEELS	0	1	0	0	0	1
OVER HEATED WHEELS	0	1	0	0	0	1
IMPROPER INSTALLATION OF LOCOMOTIVE CONTROLS AND DRIVE	0	1	0	0	0	1
IMPROPER INSPECTION OF RAIL	0	1	0	0	0	1
IMPROPER INSPECTION OF LOCOMOTIVE CONTROLS AND DRIVE	0	1	0	0	0	1
DAMAGE TO TRACK GEOMETRY FROM EXCESSIVE BUFF FORCES	0	1	0	0	0	1
COMPONENT FAILURE (UNSPECIFIED)	0	4	0	0	0	4
TOTAL (COMPONENT FAILURES)	0	16	0	0	0	16

BEST COPY AVAILABLE

TABLE: 4

CAUSAL FACTORS BY ACCIDENT TYPE

(FIGURES BELOW REPRESENT A 3 MONTH PERIOD)

	COLLISION	DERAILMENT	EMPLOYEE FATALITY	PERSONAL FATALITY	GRADE CROSSING	TOTAL
PROCEDURAL FAILURES:						
FAILURE TO PERFORM PROCEDURE PRESCRIBED BY RR OPERATING RULE	3	0	0	0	0	3
FAILURE TO PERFORM PROCEDURE PRESCRIBED BY RR TIMETABLE SPECIAL INSTRUCTION	0	1	0	0	0	1
FAILURE TO PERFORM PROCEDURE PRESCRIBED BY RR TRAIN CREW SAFETY RULE	0	0	1	0	0	1
FAILURE TO PERFORM PROCEDURE PRESCRIBED BY RR MAINTENANCE OF WAY DEPT. EMPLOYEE SAFETY RULE	0	0	3	0	0	3
FAILURE TO PROPERLY PERFORM PROCEDURE PRESCRIBED BY RR AIR BRAKE RULE	0	0	2	0	0	2
PROCEDURAL FAILURE (UNSPECIFIED)	1	2	2	0	0	5
TOTAL (PROCEDURAL FAILURE)	4	3	8	0	0	15
HUMAN FAILURES:						
FAILURE OF PERSONNEL TO DETECT OTHER TRAIN	0	0	1	0	0	1
FAILURE OF PERSONNEL TO RECOGNIZE IMPROPER OPERATING PROCEDURE AS HAZARDOUS	0	0	2	0	0	2
INDIVIDUAL ACCEPTED RISKS BEYOND SKILL LEVEL, UNKNOWN TO MANAGEMENT	0	0	1	0	0	1
IMPROPER TRAIN HANDLING ON UNDULATING GRADE	0	1	0	0	0	1

BEST COPY AVAILABLE

TABLE: 4

CAUSAL FACTORS BY ACCIDENT TYPE

(FIGURES BELOW REPRESENT A 3 MONTH PERIOD)

	COLLISION	DERAILMENT	EMPLOYEE FATALITY	PERSONAL FATALITY	GRADE CROSSING	TOTAL
HUMAN FAILURES:						
PHYSICAL DISABILITY	0	0	1	0	0	1
FATIGUE	1	0	0	0	0	1
INATTENTIVENESS TO DUTIES	1	0	0	0	0	1
DISTRACTION FROM OTHER EVENTS	0	0	1	0	0	1
LACK OF INSTRUCTION/SUPERVISION	0	0	1	0	0	1
FAILURE OF PERSON TO DETECT APPROACHING TRAIN	0	0	1	0	0	1
FAILURE OF PERSON TO VACATE POSITION ON TRACK STRUCTURE	0	0	1	0	0	1
FAILURE OF PERSON TO RECOGNIZE UNAUTHORIZED POSITION ON CAR AS HAZARDOUS	0	0	0	1	0	1
FAILURE TO STOP AT PROTECTED GRADE CROSSING	0	0	0	0	1	1
HUMAN FAILURE (UNSPECIFIED)	1	0	3	1	0	5
TOTAL (NON-RAILROAD ACTIVITIES)	0	0	0	0	0	0

TABLE 5:

CAUSAL FACTORS BY MAJOR CATEGORY AND ACCIDENT TYPE

(FIGURES BELOW REPRESENT A 3 MONTH PERIOD)

	COLLISION	DERAILMENT	EMPLOYEE FATALITY	PERSONAL FATALITY	GRADE CROSSING	TOTAL	HAZ. MAT. (1) INVOLVED
TRACK AND STRUCTURE DEFECTS	0	3	0	0	0	3	1
EQUIPMENT FAILURES	0	5	0	0	0	5	1
OPERATING PRACTICES	1	2	2	0	0	5	0
OTHER (2)	1	0	4	1	1	7	0
TOTAL	2	10	6	1	1	20	2

BEST COPY AVAILABLE

(1) NOT INCLUDED IN TOTAL RAILROAD ACCIDENTS/INCIDENTS INVESTIGATED

(2) 'OTHER' INCLUDES HUMAN FAILURE, DAMAGE FROM NATURAL FORCES, VANDALISM, SABOTAGE, SYSTEM DESIGN INADEQUACIES, FAILURE OF RADIO AND RADIO COMPONENTS, AND FAILURE OF CARGO AND CARGO TIEDOWN AND/OR BLOCKING

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

83-0014

BRIEF OF RAILROAD ACCIDENT #NYC83IR002

REPORTED BY:
AMTRAK

LOCATION	TIME	DATE	WEATHER	VISIBILITY
NEWARK, NEW JERSEY	0010 EST	12/03/82	FOG	DARK/1000 FT

TRAIN	RAILROAD	CLASS	DIRECTION	OPERATING PHASE	TRACK/NO	
1	AMTRAK	PASSENGER COMMUTER	WEST	EN ROUTE	MAIN	004

ACCIDENT DESCRIPTION

PASSENGER FELL FROM TRAIN 1, RESULTING IN FATALITY.
SPEED OF TRAIN 1 WAS 040 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT.

PROBABLE CAUSES

1. HUMAN FAILURE - WALKED ONTO VESTIBULE PLATFORM OF MOVING TRAIN
2. FAILURE OF PERSON TO RECOGNIZE UNAUTHORIZED POSITION ON CAR AS HAZARDOUS

BEST COPY AVAILABLE

CASUALTIES

	FATALITIES	INJURIES
PASSENGERS	1	0

PROPERTY LOSSES

NONE

PROBABLE CAUSES OF CASUALTIES

1. FELL FROM TRAIN

8

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

82-0313

BRIEF OF RAILROAD ACCIDENT #DEN82FR033

REPORTED BY:
ATCHISON TOPEKA AND SANTA FE RY CO.

LOCATION	TIME	DATE	WEATHER	VISIBILITY
NEEDLES, CALIFORNIA	0857 PDT	09/19/82	CLEAR	DAY/UNKNOWN

TRAIN	RAILROAD	CLASS	DIRECTION	OPERATING PHASE	TRACK/NO
1	ATCHISON TOPEKA AND SANTA FE RY CO.	FREIGHT	EAST	EN ROUTE	MAIN
2	ATCHISON TOPEKA AND SANTA FE RY CO.	FREIGHT	EAST	UNATTENDED/STORAGE	MAIN

ACCIDENT DESCRIPTION

TRAIN 1 STRUCK REAR OF TRAIN 2, RESULTING IN DERAILED LOCO , RESULTING IN DERAILED CARS.
SPEED OF TRAIN 1 WAS 038 MPH; ENGINEER WAS AWARE OF IMPENDING ACCIDENT; BRAKES WERE APPLIED; HORN WAS SOUNDED. TRAIN 2 WAS STOPPED. VISIBILITY WAS AFFECTED BY TRACK ALIGNMENT.

PROBABLE CAUSES

1. PROCEDURAL FAILURE - FAILURE OF ENGINEER TO STOP BEFORE PASSING SIGNAL

OTHER FACTORS

1. LACK OF EXPERIENCE IN PERFORMING NECESSARY TRAIN OPERATION PROCEDURE
2. LACK OF TRAINING IN PERFORMING NECESSARY TRAIN OPERATON PROCEDURE

CASUALTIES

NONE

PROPERTY LOSSES

RAILROAD	NON-RAILROAD
$ 839,000	$ 0

BEST COPY AVAILABLE

```
                              NATIONAL TRANSPORTATION SAFETY BOARD
                                   WASHINGTON, D.C. 20594
                                                                                     83-0001
                              BRIEF OF RAILROAD ACCIDENT #DEN83FR001

REPORTED BY:
   ATCHISON TOPEKA AND SANTA FE RY CO.

     --------------LOCATION--------------   --TIME--     --DATE--     WEATHER     -------VISIBILITY-------

     ESSEX, CALIFORNIA                      0330 PDT     10/03/82     CLEAR         DARK/ UNKNOWN

TRAIN  ----------------RAILROAD----------------   -------CLASS--------   DIRECTION   -----OPERATING PHASE-----   ---TRACK/NO---

  1    ATCHISON TOPEKA AND SANTA FE RY CO.        FREIGHT                  EAST      EN ROUTE                    MAIN
  2    ATCHISON TOPEKA AND SANTA FE RY CO.        FREIGHT                  EAST      EN ROUTE                    MAIN

             ++++++++++++++++++++++++++++++++++ ACCIDENT DESCRIPTION +++++++++++++++++++++++++++++++++++

             TRAIN 1 STRUCK REAR OF TRAIN 2, RESULTING IN DERAILED LOCO , RESULTING IN DERAILED
             CARS.
             SPEED OF TRAIN 1 WAS 030 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT; HORN
             WAS SOUNDED. SPEED OF TRAIN 2 WAS 008 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT.

             +++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++

---------------------- PROBABLE CAUSES ----------------------   ---------------------- OTHER FACTORS ---------------------

1. HUMAN FAILURE - DID NOT COMPLY WITH RESTRICTED SPEED SIGNAL      1. FATIGUE
2. FAILURE TO PERFORM PROCEDURE PRESCRIBED BY RR OPERATING RULE    2. INATTENTIVENESS TO DUTIES
   #290
3. FAILURE TO PERFORM PROCEDURE PRESCRIBED BY RR OPERATING RULE
   #30
4. FAILURE TO PERFORM PROCEDURE PRESCRIBED BY RR OPERATING RULE
   #802B


  ---------------------- CASUALTIES ----------------------              ------ PROPERTY LOSSES ------

                          NONE                                            RAILROAD      NON-RAILROAD

                                                                       $  641,000     $           0
                              NATIONAL TRANSPORTATION SAFETY BOARD
                                    WASHINGTON, D.C. 20594
                                                                                          83-0003
                             BRIEF OF RAILROAD ACCIDENT #DEN83FR002

REPORTED BY:
   ATCHISON TOPEKA AND SANTA FE RY CO.

      --------------LOCATION--------------   --TIME--    --DATE--    WEATHER    -------VISIBILITY-------

      COLORADO  SPRINGS, COLORADO            1715 MDT    10/07/82    CLEAR      DARK/ UNKNOWN

TRAIN  ----------------RAILROAD----------------  -------CLASS--------  DIRECTION  -----OPERATING PHASE-----  ---TRACK/NO---

  1    ATCHISON TOPEKA AND SANTA FE RY CO.       FREIGHT                 SOUTH    EN ROUTE                  MAIN       001

               ++++++++++++++++++++++++++++++++++ ACCIDENT DESCRIPTION ++++++++++++++++++++++++++++++++++
               TRAIN 1 DERAILED, RESULTING IN DERAILED CARS.  DERAILED EQUIPMENT STRUCK CUT OF CARS, RESULTING
               IN SUBSTANTIAL RR PROPERTY DAMAGE.
               SPEED OF TRAIN 1 WAS 029 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT.

               ++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++

---------------------- PROBABLE CAUSES ----------------------

1. PROCEDURAL FAILURE - WHEEL LIFT DUE TO HIGH L/V FROM HEAVY
   DYNAMIC BRAKING

   --------------------- CASUALTIES --------------------             ------ PROPERTY LOSSES ------

                         NONE                                          RAILROAD      NON-RAILROAD

                                                                     $  424,000      $         0
```

BEST COPY AVAILABLE

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

83-0013

BRIEF OF RAILROAD ACCIDENT #DEN83IP005

REPORTED BY:
ATCHISON TOPEKA AND SANTA FE RY CO.

LOCATION	TIME	DATE	WEATHER	VISIBILITY
LOS ANGELES, CALIFORNIA	0812 PST	11/29/82	CLOUDY	DAY/8500 FT

TRAIN	RAILROAD	CLASS	DIRECTION	OPERATING PHASE	TRACK/NO	
1	ATCHISON TOPEKA AND SANTA FE RY CO.	CUT OF CARS	EAST	MOVEMENT IN YARD	YARD	004

ACCIDENT DESCRIPTION

TRAIN 1 STRUCK EMPLOYEE, RESULTING IN FATALITY.
SPEED OF TRAIN 1 IS UNKNOWN; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT; BRAKES WERE APPLIED.

PROBABLE CAUSES

1. PROCEDURAL FAILURE - GAVE KICK SIGNAL THEN STEPPED BETWEEN CARS
2. INDIVIDUAL ACCEPTED RISKS BEYOND SKILL LEVEL, UNKNOWN TO MANAGEMENT
3. FAILURE TO PERFORM PROCEDURE PRESCRIBED BY RR TRAIN CREW SAFETY RULE #68

CASUALTIES

	FATALITIES	INJURIES
EMPLOYEES ON DUTY	1	0

PROPERTY LOSSES

NONE

PROBABLE CAUSES OF CASUALTIES

1. STRUCK BY TRAIN

12

BEST COPY AVAILABLE

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

83-0023

BRIEF OF RAILROAD ACCIDENT #DEN83FR007

REPORTED BY:
ATCHISON TOPEKA AND SANTA FE RY CO.

--------------LOCATION--------------	--TIME--	--DATE--	WEATHER	-------VISIBILITY-------
CASTLE ROCK, COLORADO	0300 MST	12/13/82	CLEAR	DARK BUT LIGHTED/4600 FT

TRAIN	----------------RAILROAD----------------	-------CLASS--------	DIRECTION	-----OPERATING PHASE-----	---TRACK/NO---	
1	ATCHISON TOPEKA AND SANTA FE RY CO.	FREIGHT UNIT TRAIN	SOUTH	EN ROUTE	MAIN	001

++++++++++++++++++++++++++++++++++ ACCIDENT DESCRIPTION ++++++++++++++++++++++++++++++++++

TRAIN 1 DERAILED, RESULTING IN DERAILED CARS.
SPEED OF TRAIN 1 WAS 020 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT.

+++

----------------------- PROBABLE CAUSES -----------------------

1. FAILURE OF DIESEL ELECTRIC SYSTEM - LOCO LOST POWER IN
   CURVE;WHEEL DROPPED IN GAGE

--------------------- CASUALTIES --------------------

NONE

------ PROPERTY LOSSES ------

RAILROAD	NON-RAILROAD
$ 220,000	$ 0

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

83-0026

BRIEF OF RAILROAD ACCIDENT #NYC83FR005

REPORTED BY:
BALTIMORE & OHIO RR CO.

LOCATION	TIME	DATE	WEATHER	VISIBILITY
ELLENBORO, WEST VIRGINIA	1640 EST	12/20/82	SNOW	DAY/0050 FT

TRAIN	RAILROAD	CLASS	DIRECTION	OPERATING PHASE	TRACK/NO	
1	BALTIMORE & OHIO RR CO.	FREIGHT	WEST	EN ROUTE	MAIN	001

ACCIDENT DESCRIPTION

TRAIN 1 DERAILED, RESULTING IN SUBSTANTIAL RR PROPERTY DAMAGE.
SPEED OF TRAIN 1 WAS 035 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT. VISIBILITY WAS AFFECTED BY TRACK ALIGNMENT.

PROBABLE CAUSES

1. BROKEN TRUCK CENTER PLATE LINER
2. FAILURE OF TRACK ALIGNMENT DUE TO NORMAL DETERIORATION/WEAR

OTHER FACTORS

1. FAILURE OF TRUCK CENTER PLATE LINER DUE TO NORMAL DETERIORATION/WEAR

CASUALTIES

NONE

PROPERTY LOSSES

RAILROAD	NON-RAILROAD
$ 387,000	$ 0

BEST COPY AVAILABLE

14

```
                              NATIONAL TRANSPORTATION SAFETY BOARD
                                    WASHINGTON, D.C. 20594
                                                                                    83-0004
                             BRIEF OF RAILROAD ACCIDENT #DEN83IR003

REPORTED BY:
   BURLINGTON NORTHERN INC.

     -------------LOCATION-------------    --TIME--    --DATE--    WEATHER    -------VISIBILITY-------

     UPTON, WYOMING                        1420 MDT    10/13/82    CLEAR       DAY/6000 FT

TRAIN  ---------------RAILROAD---------------   -------CLASS-------   DIRECTION   -----OPERATING PHASE-----   ---TRACK/NO---

  1    BURLINGTON NORTHERN INC.                 FREIGHT UNIT TRAIN      WEST      EN ROUTE                    MAIN      001

            ++++++++++++++++++++++++++++++++++ ACCIDENT DESCRIPTION ++++++++++++++++++++++++++++++++++

            TRAIN 1 STRUCK EMPLOYEE, RESULTING IN FATALITY.
            SPEED OF TRAIN 1 WAS 046 MPH; ENGINEER WAS AWARE OF IMPENDING ACCIDENT; BRAKES WERE
            APPLIED.

            ++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++

----------------------- PROBABLE CAUSES -----------------------   ---------------------- OTHER FACTORS ----------------------

1. HUMAN FAILURE - WORKING ON SIGNAL WHILE ANOTHER TRAIN           1. FAILURE TO PERFORM PROCEDURE PRESCRIBED BY RR MAINTENANCE
   WASPASSING                                                         OF WAY DEPT. EMPLOYEE SAFETY RULE #60
2. FAILURE OF PERSONNEL TO RECOGNIZE IMPROPER OPERATING PROCEDURE   2. FAILURE TO PERFORM PROCEDURE PRESCRIBED BY RR MAINTENANCE
   AS HAZARDOUS DUE TO DISTRACTION BY OTHER EVENTS                    OF WAY DEPT. EMPLOYEE SAFETY RULE #58C
                                                                   3. FAILURE TO PERFORM PROCEDURE PRESCRIBED BY RR MAINTENANCE
                                                                      OF WAY DEPT. EMPLOYEE SAFETY RULE #802

  --------------------- CASUALTIES --------------------                   ------ PROPERTY LOSSES ------

                                   FATALITIES  INJURIES                                NONE

  EMPLOYEES ON DUTY                    1           0

----------------- PROBABLE CAUSES OF CASUALTIES ---------------

 1. STRUCK BY TRAIN
```

COPY AVAILABLE

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

83-0011

BRIEF OF RAILROAD ACCIDENT #ATL83IR002

REPORTED BY:
BURLINGTON NORTHERN INC.

LOCATION	TIME	DATE	WEATHER	VISIBILITY
CICERO, ILLINOIS	1721 CST	11/10/82	CLEAR	DARK/4440 FT

TRAIN	RAILROAD	CLASS	DIRECTION	OPERATING PHASE	TRACK/NO	
1	BURLINGTON NORTHERN INC.	PASSENGER	EAST	EN ROUTE	MAIN	003

++++++++++++++++++++++++++++++++++ ACCIDENT DESCRIPTION ++++++++++++++++++++++++++++++++++

TRAIN 1 STRUCK EMPLOYEE, RESULTING IN FATALITY.
SPEED OF TRAIN 1 WAS 060 MPH; ENGINEER WAS AWARE OF IMPENDING ACCIDENT; BRAKES WERE APPLIED. VISIBILITY WAS AFFECTED BY TRACK ALIGNMENT.

++

PROBABLE CAUSES

1. FAILURE OF PERSON TO VACATE POSITION ON TRACK STRUCTURE DUE TO LACK OF INSTRUCTION/SUPERVISION
2. FAILURE OF PERSONNEL TO DETECT OTHER TRAIN

OTHER FACTORS

1. PROCEDURAL FAILURE - IMPROPER PROTECTION OF SIGNALMAN FROM TRAINS

CASUALTIES

	FATALITIES	INJURIES
EMPLOYEES ON DUTY	1	0

PROPERTY LOSSES

NONE

PROBABLE CAUSES OF CASUALTIES

1. STRUCK BY TRAIN

76

```
                              NATIONAL TRANSPORTATION SAFETY BOARD
                                   WASHINGTON, D.C. 20594
                                                                                        83-0022
                              BRIEF OF RAILROAD ACCIDENT #DEN83FR006

REPORTED BY:
     BURLINGTON NORTHERN INC.

         --------------LOCATION--------------     --TIME--      --DATE--      WEATHER      -------VISIBILITY-------

         PAOLA, KANSAS                            1700 CST      12/12/82      CLEAR         DAWN OR DUSK/4000 FT

TRAIN  ----------------RAILROAD----------------   -------CLASS--------   DIRECTION   -----OPERATING PHASE-----   ---TRACK/NO---

  1    BURLINGTON NORTHERN INC.                   FREIGHT                    NORTH     EN ROUTE                    MAIN       001

                 +++++++++++++++++++++++++++++++++++ ACCIDENT DESCRIPTION +++++++++++++++++++++++++++++++++++

                 TRAIN 1 DERAILED, RESULTING IN DERAILED CARS , RESULTING IN RELEASE OF TOXIC AGENTS.
                 SPEED OF TRAIN 1 WAS 055 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT.

                 ++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++

---------------------- PROBABLE CAUSES ----------------------

1. BROKEN TRUCK BOLSTER


  --------------------- CASUALTIES --------------------                 ------ PROPERTY LOSSES ------

                        NONE                                              RAILROAD        NON-RAILROAD

                                                                        $   503,000       $          0
```

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

79-0327

BRIEF OF RAILROAD ACCIDENT #NYC79DR060

REPORTED BY:
CONSOLIDATED RAIL CORP.

LOCATION	TIME	DATE	WEATHER	VISIBILITY
NEW YORK, NEW YORK	0749 EST	04/20/79	CLEAR	DAY/ UNKNOWN

TRAIN	RAILROAD	CLASS	DIRECTION	OPERATING PHASE	TRACK/NO	
1	CONSOLIDATED RAIL CORP.	PASSENGER COMMUTER	WEST	EN ROUTE	MAIN	003

ACCIDENT DESCRIPTION

EQUIPMENT COMPONENT FELL FROM TRAIN 1; TRAIN 1 RODE ON TOP OF EQUIPMENT COMPONENT, RESULTING IN DERAILED CARS.
TRAIN 1 WAS STOPPED; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT.

PROBABLE CAUSES

1. FAILURE OF 3RD RAIL COLLECTOR SHOE DUE TO FORCES OVER DESIGN LIMITS

CASUALTIES	PROPERTY LOSSES
NONE	NONE

BEST COPY AVAILABLE

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

82-0311

BRIEF OF RAILROAD ACCIDENT #NYC82FR043

REPORTED BY:
CONSOLIDATED RAIL CORP.

LOCATION	TIME	DATE	WEATHER	VISIBILITY
MCCALLS FERRY, PENNSYLVANIA	0730 EDT	09/15/82	CLOUDY	DAY/0500 FT

TRAIN	RAILROAD	CLASS	DIRECTION	OPERATING PHASE	TRACK/NO	
1	CONSOLIDATED RAIL CORP.	FREIGHT	WEST	EN ROUTE	MAIN	002
2	CONSOLIDATED RAIL CORP.	FREIGHT	WEST	EN ROUTE	MAIN	002

ACCIDENT DESCRIPTION

TRAIN 1 STRUCK REAR OF STANDING TRAIN 2, RESULTING IN DERAILED LOCO , RESULTING IN DERAILED CARS , RESULTING IN INJURY , RESULTING IN MINOR INJURIES.
SPEED OF TRAIN 1 WAS 010 MPH; ENGINEER WAS AWARE OF IMPENDING ACCIDENT. TRAIN 2 WAS STOPPED; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT. VISIBILITY WAS AFFECTED BY TRACK ALIGNMENT.

PROBABLE CAUSES

1. PROCEDURAL FAILURE - HEAD END CREW DID NOT STOP AT STOP STAY SIGNAL
2. FAILURE TO PERFORM PROCEDURE PRESCRIBED BY RR OPERATING RULE #292
3. FAILURE OF PERSONNEL TO DETECT SIGNAL DUE TO INATTENTIVENESS TO DUTIES

CASUALTIES

	FATALITIES	INJURIES
EMPLOYEES ON DUTY	0	1

PROPERTY LOSSES

RAILROAD	NON-RAILROAD
$ 115,000	$ 0

PROBABLE CAUSES OF CASUALTIES

1. THROWN FROM SEAT/POSITION IN COLLISION/DERAILMENT

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

83-0005

BRIEF OF RAILROAD ACCIDENT #FTW83FR001

REPORTED BY:
KANSAS CITY SOUTHERN RY CO.

LOCATION	TIME	DATE	WEATHER	VISIBILITY
BOSSIER CITY, LOUISIANA	0345 CDT	10/26/82	CLOUDY	DARK/0300 FT

TRAIN	RAILROAD	CLASS	DIRECTION	OPERATING PHASE	TRACK/NO	
1	KANSAS CITY SOUTHERN RY CO.	LOCAL FREIGHT	SOUTH	EN ROUTE	SIDING	002

++++++++++++++++++++++++++++++++++++ ACCIDENT DESCRIPTION ++++++++++++++++++++++++++++++++++++

TRAIN 1 DERAILED, RESULTING IN DERAILED CARS. DERAILED EQUIPMENT STRUCK BUILDING NOT ON RR PROPERTY, RESULTING IN SUBSTANTIAL NON-RAILROAD DAMAGE.
SPEED OF TRAIN 1 WAS 010 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT; BRAKES WERE APPLIED.

++

PROBABLE CAUSES

1. PROCEDURAL FAILURE - EXCEEDED SPEED THRU TURNOUT AND APPLIED BRAKES
2. FAILURE TO PERFORM PROCEDURE PRESCRIBED BY RR TIMETABLE SPECIAL INSTRUCTION #RRTT

CASUALTIES

NONE

PROPERTY LOSSES

RAILROAD	NON-RAILROAD
$ 577,000	$ 10,000

20

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

83-0021

BRIEF OF RAILROAD ACCIDENT #FTW83FR005

REPORTED BY:
LOUISVILLE & NASHVILLE RR

LOCATION	TIME	DATE	WEATHER	VISIBILITY
ELLIJAY, GEORGIA	0300 EST	12/12/82	SLEET	DARK/0500 FT

TRAIN	RAILROAD	CLASS	DIRECTION	OPERATING PHASE	TRACK/NO	
1	LOUISVILLE & NASHVILLE RR	FREIGHT	SOUTH	SETOUT/PICKUP NOT IN YARD	BRANCH	001

++++++++++++++++++++++++++++++++++ ACCIDENT DESCRIPTION ++++++++++++++++++++++++++++++++++

TRAIN 1 STRUCK EMPLOYEE, RESULTING IN CASUALTY.
TRAIN 1 WAS STOPPED; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT. VISIBILITY WAS AFFECTED BY TRACK ALIGNMENT.

++

---------------------- PROBABLE CAUSES ----------------------

1. FAILURE TO PROPERLY PERFORM PROCEDURE PRESCRIBED BY RR AIR BRAKE RULE #20-4
2. FAILURE TO PROPERLY PERFORM PROCEDURE PRESCRIBED BY RR AIR BRAKE RULE #P061
3. FAILURE OF PERSONNEL TO RECOGNIZE IMPROPER OPERATING PROCEDURE AS HAZARDOUS

BEST COPY AVAILABLE

---------------------- CASUALTIES ----------------------

	FATALITIES	INJURIES
EMPLOYEES ON DUTY	1	0

------ PROPERTY LOSSES ------

NONE

---------------- PROBABLE CAUSES OF CASUALTIES ----------------

1. STRUCK BY TRAIN

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

83-0002

BRIEF OF RAILROAD ACCIDENT #ATL83AR001

REPORTED BY:
MISSOURI PACIFIC RR CO.

LOCATION	TIME	DATE	WEATHER	VISIBILITY
POSSUM GRAPE, ARKANSAS	0415 CST	10/03/82	CLOUDY	DARK/ UNKNOWN

TRAIN	RAILROAD	CLASS	DIRECTION	OPERATING PHASE	TRACK/NO	
1	MISSOURI PACIFIC RR CO.	FREIGHT	SOUTH	EN ROUTE	MAIN	001
2	MISSOURI PACIFIC RR CO.	FREIGHT	NORTH	EN ROUTE	MAIN	001

ACCIDENT DESCRIPTION

TRAIN 1 STRUCK TRAIN 2, RESULTING IN DERAILMENT, RUPTURE OF LOCOMOTIVE FUEL TANK, INJURY.
DERAILED LOCO CAUGHT ON FIRE, RESULTING IN FATALITIES.
SPEED OF TRAIN 1 WAS 045 MPH; BRAKES WERE APPLIED. SPEED OF TRAIN 2 WAS 050 MPH;
ENGINEER WAS AWARE OF IMPENDING ACCIDENT. VISIBILITY WAS AFFECTED BY TRACK ALIGNMENT.

PROBABLE CAUSES

1. PROCEDURAL FAILURE - FOR PROBABLE CAUSE SEE NTSB RAR-83 06

CASUALTIES

	FATALITIES	INJURIES
EMPLOYEES ON DUTY	2	1

PROPERTY LOSSES

RAILROAD	NON-RAILROAD
$ 1,047,000	$ 0

PROBABLE CAUSES OF CASUALTIES

1. FIRE
2. STRIKING INJURIOUS ENVIRONMENT

EST COPY AVAILABLE

22

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

83-0017

BRIEF OF RAILROAD ACCIDENT #FTW83FR004

REPORTED BY:
MISSOURI PACIFIC RR CO.

LOCATION	TIME	DATE	WEATHER	VISIBILITY
PANA, ILLINOIS	1455 CST	12/07/82	CLOUDY	DAY/5000 FT

TRAIN	RAILROAD	CLASS	DIRECTION	OPERATING PHASE	TRACK	NO
1	MISSOURI PACIFIC RR CO.	FREIGHT	SOUTH	EN ROUTE	MAIN	001

++++++++++++++++++++++++++++++++++ ACCIDENT DESCRIPTION ++++++++++++++++++++++++++++++++++

TRAIN 1 STRUCK TRUCK, RESULTING IN DERAILMENT.
SPEED OF TRAIN 1 WAS 031 MPH; ENGINEER WAS AWARE OF IMPENDING ACCIDENT; BRAKES WERE APPLIED.

++

----------------------- PROBABLE CAUSES -----------------------

1. FAILURE OF MOTORIST TO STOP AT PROTECTED GRADE CROSSING

---------------------- CASUALTIES --------------------

	FATALITIES	INJURIES
EMPLOYEES ON DUTY	1	0
PUBLIC ON RR PROPERTY	1	0

------ PROPERTY LOSSES ------

RAILROAD	NON-RAILROAD
$ 101,000	$ 10,000

----------------- PROBABLE CAUSES OF CASUALTIES ----------------

DATA NOT AVAILABLE

BEST COPY AVAILABLE

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

79-0111

BRIEF OF RAILROAD ACCIDENT #DCA79AR018

REPORTED BY:
NEW YORK CITY TRANSIT AUTHORITY

LOCATION	TIME	DATE	WEATHER	VISIBILITY
NEW YORK, NEW YORK	1638 EST	12/12/78	N/A	TUNNEL/0500 FT

TRAIN	RAILROAD	CLASS	DIRECTION	OPERATING PHASE	TRACK/NO	
1	NEW YORK CITY TRANSIT AUTHORITY	PASSENGER TRANSIT	SOUTH	EN ROUTE	MAIN	001

ACCIDENT DESCRIPTION

TRAIN 1 DERAILED; DERAILED EQUIPMENT STRUCK OBSTRUCTION, RESULTING IN DERAILED EQUIPMENT OBSTRUCTING TRACK.
SPEED OF TRAIN 1 WAS 015 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT.

PROBABLE CAUSES

1. BROKEN WHEEL
2. FOR PROBABLE CAUSE SEE NTSB PUBLICATION RAR-79-8

CASUALTIES

NONE

PROPERTY LOSSES

RAILROAD	NON-RAILROAD
$ 668,000	$ 0

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

81-0382

BRIEF OF RAILROAD ACCIDENT #DCA82AR008

REPORTED BY:
NEW YORK CITY TRANSIT AUTHORITY

LOCATION	TIME	DATE	WEATHER	VISIBILITY
BRONX, NEW YORK	1433 EDT	06/08/81	CLEAR	DAY/1000 FT

TRAIN	RAILROAD	CLASS	DIRECTION	OPERATING PHASE	TRACK/NO	
1	NEW YORK CITY TRANSIT AUTHORITY	PASSENGER TRANSIT	SOUTH	EN ROUTE	MAIN	002

ACCIDENT DESCRIPTION

EQUIPMENT COMPONENT FELL FROM TRAIN 1, RESULTING IN DERAILMENT.
SPEED OF TRAIN 1 WAS 005 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT.

PROBABLE CAUSES

1. PROCEDURAL FAILURE - FOR PROBABLE CAUSE SEE NTSB PUBLICATION SIR-82-2

CASUALTIES

NONE

PROPERTY LOSSES

RAILROAD	NON-RAILROAD
$ 120,000	$ 0

COPY AVAILABLE

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

83-0010

BRIEF OF RAILROAD ACCIDENT #NYC83FR001

REPORTED BY:
NEW YORK CITY TRANSIT AUTHORITY

LOCATION	TIME	DATE	WEATHER	VISIBILITY
NEW YORK, NEW YORK	0953 EST	11/09/82	N/A	TUNNEL/ UNKNOWN

TRAIN	RAILROAD	CLASS	DIRECTION	OPERATING PHASE	TRACK/NO	
1	NEW YORK CITY TRANSIT AUTHORITY	PASSENGER TRANSIT	SOUTH	EN ROUTE	MAIN	002

ACCIDENT DESCRIPTION

EQUIPMENT COMPONENT FELL FROM TRAIN 1, RESULTING IN DERAILMENT , RESULTING IN FIRE , RESULTING IN MINOR INJURIES.
SPEED OF TRAIN 1 WAS 010 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT.

BEST COPY AVAILABLE

PROBABLE CAUSES

1. IMPROPER INSTALLATION OF TRACTION MOTOR
2. FAILURE OF TRACTION MOTOR NOSE SUPPORT DUE TO UNUSUAL DETERIORATION/WEAR
3. IMPROPER INSPECTION OF TRACTION MOTOR NOSE SUPPORT

CASUALTIES

NONE

PROPERTY LOSSES

RAILROAD	NON-RAILROAD
$ 31,000	$ 0

BEST COPY AVAILABLE

```
                              NATIONAL TRANSPORTATION SAFETY BOARD
                                   WASHINGTON, D.C. 20594
                                                                                       83-0016
                             BRIEF OF RAILROAD ACCIDENT #NYC83IR003

REPORTED BY:
     NEW YORK CITY TRANSIT AUTHORITY

          --------------LOCATION--------------     --TIME--     --DATE--     WEATHER     -------VISIBILITY-------

          BRONX, NEW YORK                          0025 EST     12/04/82     CLOUDY       DARK/0200 FT

TRAIN  ----------------RAILROAD----------------   -------CLASS--------  DIRECTION   -----OPERATING PHASE-----   ---TRACK/NO---

  1    NEW YORK CITY TRANSIT AUTHORITY            PASSENGER TRANSIT        SOUTH     EN ROUTE                   MAIN       002

                 ++++++++++++++++++++++++++++++++++++ ACCIDENT DESCRIPTION ++++++++++++++++++++++++++++++++++++

                 TRAIN 1 STRUCK EMPLOYEE, RESULTING IN FATALITY.
                 SPEED OF TRAIN 1 IS UNKNOWN; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT.

                 +++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++++

------------------------ PROBABLE CAUSES ------------------------

1. HUMAN FAILURE - GOT DIZZY AND FELL AGAINST MOVING TRAIN
2. PHYSICAL DISABILITY

  ---------------------- CASUALTIES ---------------------                      ------ PROPERTY LOSSES ------

                                 FATALITIES  INJURIES                                     NONE

    EMPLOYEES NOT ON DUTY             1          0

----------------- PROBABLE CAUSES OF CASUALTIES ----------------

 1. STRUCK BY TRAIN
```

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

83-0015

BRIEF OF RAILROAD ACCIDENT #FTW83FR003

REPORTED BY:
NORFOLK AND WESTERN RY CO.

LOCATION	TIME	DATE	WEATHER	VISIBILITY
BLOOMINGTON, ILLINOIS	0345 CST	12/03/82	RAIN	DARK/0400 FT

TRAIN	RAILROAD	CLASS	DIRECTION	OPERATING PHASE	TRACK/NO	
1	NORFOLK AND WESTERN RY CO.	LOCAL FREIGHT	SOUTH	EN ROUTE	MAIN	001

BEST COPY AVAILABLE

++++++++++++++++++++++++++++++++++ ACCIDENT DESCRIPTION ++++++++++++++++++++++++++++++++++++

TRAIN 1 STRUCK WASHED OUT TRACK, RESULTING IN DERAILED LOCO , RESULTING IN DERAILED CARS , RESULTING IN EMPLOYEE CASUALTY.
SPEED OF TRAIN 1 WAS 038 MPH; ENGINEER WAS AWARE OF IMPENDING ACCIDENT; BRAKES WERE APPLIED.

++

PROBABLE CAUSES

1. ROADBED WASHOUT
2. PROCEDURAL FAILURE - INCOMPLETE PATROL OF TRACK AFTER HEAVY RAIN
3. FAILURE TO PERFORM PROCEDURE PRESCRIBED BY RR MAINTENANCE OF WAY INSTRUCTIONS #REXI

OTHER FACTORS

1. INADEQUATE FEDERAL REGULATIONS

CASUALTIES

	FATALITIES	INJURIES
EMPLOYEES ON DUTY	1	0

PROPERTY LOSSES

RAILROAD	NON-RAILROAD
$ 322,000	$ 0

PROBABLE CAUSES OF CASUALTIES

1. THROWN FROM SEAT/POSITION IN COLLISION/DERAILMENT

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

83-0024

BRIEF OF RAILROAD ACCIDENT #NYC83FR004

REPORTED BY:
SEABOARD COAST LINE RR

LOCATION	TIME	DATE	WEATHER	VISIBILITY
LATTIMORE, NORTH CAROLINA	0215 EST	12/13/82	CLEAR	DARK/1000 FT

TRAIN	RAILROAD	CLASS	DIRECTION	OPERATING PHASE	TRACK/NO	
1	SEABOARD COAST LINE RR	FREIGHT UNIT TRAIN	EAST	EN ROUTE	MAIN	001

ACCIDENT DESCRIPTION

TRAIN 1 DERAILED, RESULTING IN DERAILED CARS.
SPEED OF TRAIN 1 WAS 030 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT.

PROBABLE CAUSES

1. DAMAGE TO TRACK GEOMETRY FROM EXCESSIVE TRAIN BUFF FORCES
2. IMPROPER TRAIN HANDLING ON UNDULATING GRADE

CASUALTIES

NONE

PROPERTY LOSSES

RAILROAD	NON-RAILROAD
$ 889,000	$ 0

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

83-0009

BRIEF OF RAILROAD ACCIDENT #DEN83FR004

REPORTED BY:
SOUTHERN PACIFIC TRANSP. CO.

LOCATION	TIME	DATE	WEATHER	VISIBILITY
CANBY, CALIFORNIA	1030 PST	11/09/82	CLOUDY	DAY/5200 FT

TRAIN	RAILROAD	CLASS	DIRECTION	OPERATING PHASE	TRACK/NO	
1	SOUTHERN PACIFIC TRANSP. CO.	FREIGHT	EAST	EN ROUTE	MAIN	001

BEST COPY AVAILABLE

++++++++++++++++++++++++++++++++++ ACCIDENT DESCRIPTION ++++++++++++++++++++++++++++++++++

TRAIN 1 DERAILED, RESULTING IN DERAILED CARS , RESULTING IN DERAILED LOCO.
SPEED OF TRAIN 1 WAS 025 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT. VISIBILITY WAS AFFECTED BY TRACK ALIGNMENT.

++

---------------------- PROBABLE CAUSES ----------------------

1. FAILURE OF TRUCKS - WHEELCLIMB IN CURVE FROM CAR BEING OFF CENTER

---------------------- CASUALTIES ----------------------

NONE

------ PROPERTY LOSSES ------

RAILROAD	NON-RAILROAD
$ 534,000	$ 0

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

83-0027

BRIEF OF RAILROAD ACCIDENT #FTW83FR007

REPORTED BY:
SOUTHERN PACIFIC TRANSP. CO.

LOCATION	TIME	DATE	WEATHER	VISIBILITY
FINLAY, TEXAS	2135 CST	12/27/82	CLOUDY	DARK/0500 FT

TRAIN	RAILROAD	CLASS	DIRECTION	OPERATING PHASE	TRACK/NO	
1	MISSOURI PACIFIC RR CO.	FREIGHT	WEST	EN ROUTE	MAIN	001

ACCIDENT DESCRIPTION

TRAIN 1 DERAILED, RESULTING IN DERAILED CARS , RESULTING IN RELEASE OF HAZARDOUS MATERIAL.
SPEED OF TRAIN 1 WAS 048 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT.

PROBABLE CAUSES

1. BROKEN RAIL
2. FAILURE OF RAIL - 65 PERCENT DETAIL FRACTURE
3. IMPROPER INSPECTION OF RAIL

CASUALTIES

NONE

PROPERTY LOSSES

RAILROAD	NON-RAILROAD
$ 507,000	$ 0

31

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

82-0312

BRIEF OF RAILROAD ACCIDENT #FTW82FR035

REPORTED BY:
ST. LOUIS SOUTHWESTERN RY CO.

LOCATION	TIME	DATE	WEATHER	VISIBILITY
RANDLES, MISSOURI	1015 CDT	09/20/82	CLEAR	DAY/3500 FT

TRAIN	RAILROAD	CLASS	DIRECTION	OPERATING PHASE	TRACK/NO
1	ST. LOUIS SOUTHWESTERN RY CO.	FREIGHT	NORTH	EN ROUTE	MAIN
2	ST. LOUIS SOUTHWESTERN RY CO.	FREIGHT	SOUTH	EN ROUTE	MAIN

ACCIDENT DESCRIPTION

TRAIN 1 STRUCK FRONT OF TRAIN 2, RESULTING IN DERAILED LOCO.
SPEED OF TRAIN 1 WAS 012 MPH; ENGINEER WAS AWARE OF IMPENDING ACCIDENT; BRAKES WERE APPLIED. SPEED OF TRAIN 2 WAS 002 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT.

PROBABLE CAUSES

1. PROCEDURAL FAILURE - DID NOT STOP FOR STOP AND STAY SIGNAL
2. LACK OF EXPERIENCE
3. INATTENTIVENESS TO DUTIES
4. FAILURE TO PERFORM PROCEDURE PRESCRIBED BY RR OPERATING RULE #327

CASUALTIES

NONE

PROPERTY LOSSES

RAILROAD	NON-RAILROAD
$ 398,000	$ 0

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

83-0019

BRIEF OF RAILROAD ACCIDENT #DEN83FR008

REPORTED BY:
UNION PACIFIC RR

LOCATION	TIME	DATE	WEATHER	VISIBILITY
PAXTON, NEBRASKA	1255 MST	12/10/82	CLOUDY	DAY/9000 FT

TRAIN	RAILROAD	CLASS	DIRECTION	OPERATING PHASE	TRACK/NO	
1	UNION PACIFIC RR	FREIGHT	WEST	EN ROUTE	MAIN	002

ACCIDENT DESCRIPTION

TRAIN 1 STRUCK EMPLOYEE, RESULTING IN FATALITY.
SPEED OF TRAIN 1 WAS 057 MPH; ENGINEER WAS AWARE OF IMPENDING ACCIDENT; BRAKES WERE APPLIED.

PROBABLE CAUSES

1. FAILURE OF PERSON TO DETECT APPROACHING TRAIN
2. HUMAN FAILURE - STEPPED OFF TAMPER MACHINE BETWEEN MAIN TRACKS

OTHER FACTORS

1. FAILURE TO PERFORM PROCEDURE PRESCRIBED BY RR MAINTENANCE OF WAY DEPT. EMPLOYEE SAFETY RULE #757

CASUALTIES

	FATALITIES	INJURIES
EMPLOYEES ON DUTY	1	0

PROPERTY LOSSES

NONE

PROBABLE CAUSES OF CASUALTIES

1. STRUCK BY TRAIN

*U.S. GOVERNMENT PRINTING OFFICE : 1984 O-421-828/10008

T COPY AVAILABL